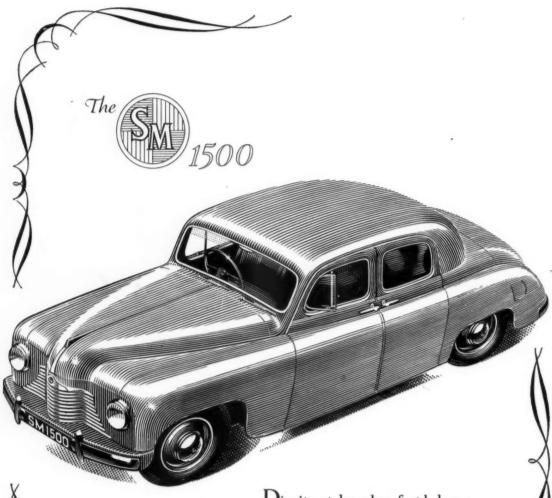


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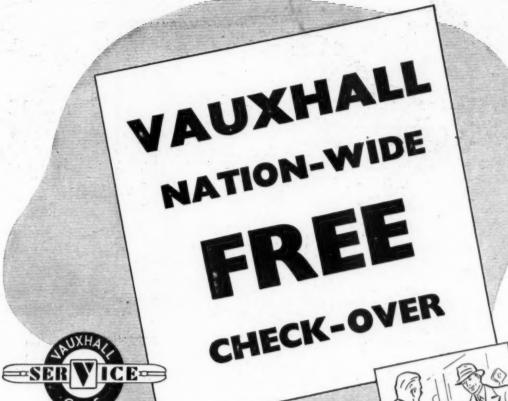
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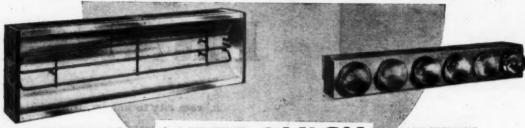
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Illustrations :

- 1. The road from Laval (Mayenne) to Le Mans
- 2. Road in the Dauphiny Alps, near La Bérarde (Isère)
- 3. Near Besançon (Doubs), the road fringes the river
- The little Pyrenean village of Corneilla (Pyrénées-Orientales) seen from the road bridge.

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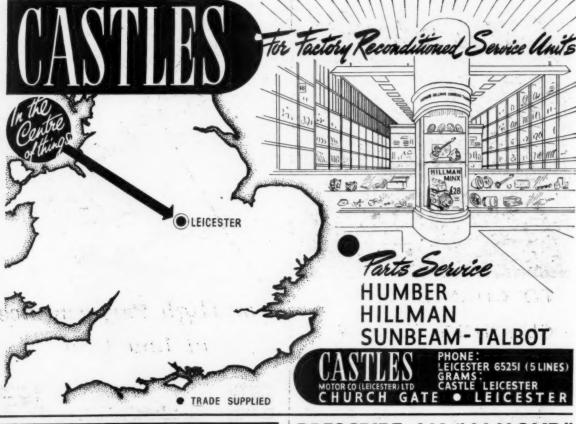
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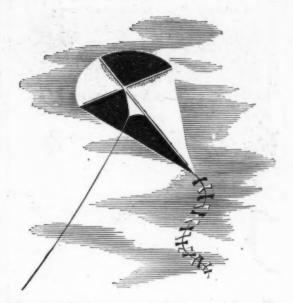


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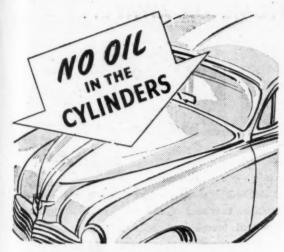
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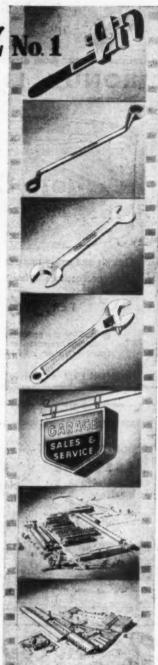
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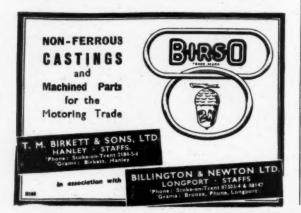


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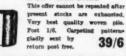
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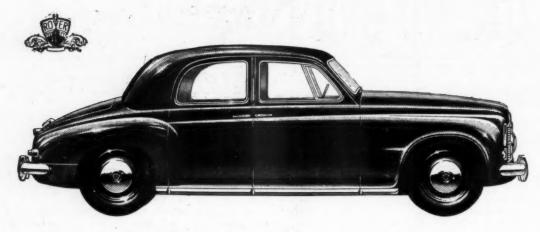
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Autocar

FOUNDED 1895

No. 2836

FRIDAY, MARCH 10, 1950

Vol. XCV

Great Day

It is no exaggeration to state that the past week saw the beginning of a new epoch in automobile engineering, for during the week the Rover gas turbine car was first driven. The occasion marks the first challenge to the ubiquitous piston engine

This is not to say that gas turbine cars will reach the public within the next year or two. They will not, but the time inevitably approaches. At the moment it might be hazarded as four to five years, but intensive development, which is sure to follow this initial success, may shorten the period. For a comparison of progress the interval may be noted between the flight of the first jet aircraft in 1941 and the staggering performance of the de Havilland Comet airliner in the last few months.

It should be clearly understood that the new car is not jet-propelled but is mechanically propelled through the road wheels. The actual method of propulsion has been discussed in articles in this journal for three years past, and a further article in this issue amplifies the story. The new power unit provides inherently balanced rotating motion, in marked contrast to the reciprocating action of the conventional piston engine.

Great credit accrues to the Rover company (and to Mr. S. B. Wilks, Mr. Maurice Wilks, and particularly Mr. F. Bell, all of that company) for their pioneer work in adapting the turbine to cars. It spells triumph for Britain, which scores heavily in being the first country to make such a revolutionary step forward in automobile progress. In listing the honours it is essential that the real pioneer of the gas turbine is placed first—Sir Frank Whittle, whose absolute faith in this method of propulsion has put Britain where she is today in the air and now on the road

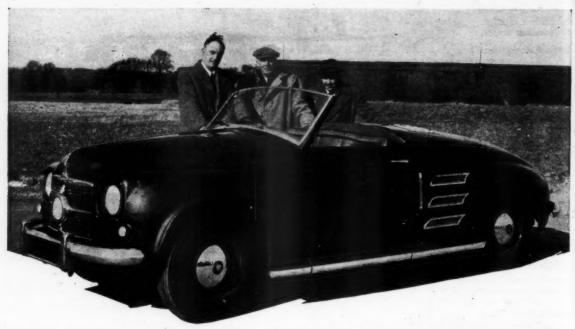
This journal and its associate, Flight, as shown by numerous exclusive articles, have shared that faith throughout, and have believed implicitly in the ultimate triumph of gas turbines as a source of power. The encouraging first tests of the experimental Rover turbocar have already proved that our confidence is not misplaced, and the result of the tests carried out under R.A.C. observation will be studied with interest.

Home Demand

UITE rightly, the S.M.M.T. statement on the supply of cars for the home market, printed in full on another page, errs on the side of caution. Devaluation of the pound has stimulated overseas orders and the new demand is not yet calculable; moreover, replacement orders must now be reckoned with. None the less, as was stated in these columns recently, intervening factors may prevent the visualized number of cars from being exported, with the result that they are almost certain to be released at home.

The revelation that the home backlog of orders for vehicles as a whole amounts to over a million is a sobering one. Even allowing for duplicated orders, orders for replacement of almost worn-out vehicles, and purely speculative demands, this is an imposing figure, and one that shows the immense hold that motoring has on the people of this country. It presupposes, also, continued healthy activity in the motor industry.

The authorities must be perturbed by the figure. At a time when the road system of the country threatens to fall into something approaching decay—a warning that has been issued by several highway authorities—through absence of repair work, a huge number of extra motorists wish to take the road. The fact emphasizes the warning that we have many times uttered on the inadvisability of neglect.



The Rover turbocar during track tests last week. Standing in the background are (left to right), Mr. Spencer B. Wilks, Managing Director, Mr. Maurice Wilks, Chief Experimental Engineer and Mr. F. Bell, Turbine Engineer, of the Rover Co., Ltd.

World's First Turbocar

ANOTHER NOTABLE ROVER ENGINEERING ACHIEVEMENT: R.A.C. OFFICIAL TEST ARRANGED

ISTORY was made last weekend when the first gas turbinepropelled car made its appear-To the Rover Co., Ltd., of Solihull, Birmingham, goes the credit for this further example of British creative ability. It was only fitting that this country which, by the painstaking efforts of Sir Frank Whittle, produced the first practical gas turbine for aircraft, should pioneer the first car propelled by a gas turbine. The news of this major engineering triumph will have world-wide significance.

Although the successful production of an experimental turbine-driven car will create a stir around the world its possibilities have been discussed in the columns of The Autocar for some years past. Those views have been requoted in many lands.

Early experiments by Rover engineers in the gas turbine field have already been described in these columns and more extensively in the fifth edition of Gas Turbines and Jet Propulsion. In 1948 illustrations were published of the original 100 h.p.

by G. Geoffrey Smith, M.B.E.

Author of "Gas Turbines and Jet Propulsion"

unit designed to replace the 2,103 c.c. piston engine in the Rover 75 chassis. Since that time, under the guidance of Mr. Spencer B. Wilks, the managing director, his brother, Mr. Maurice C. Wilks, the chief experimental engineer, and Mr. F. Bell, turbine engineer, Rover technicians have evolved new and more efficient types of small turbines. The unit installed in the chassis which emerged from the Solihull factory last week-end is a greatly improved type embodying the result of

prolonged experiments. It develops almost double the power of its forerunner and after hundreds of hours of carefully calibrated tests on the bench, the road test stage has arrived.

This epoch-making event is the culmination of years of trial and experiment extending from experience on wartime aircraft turbines and has cost many thousands of pounds.

As in all pioneering work, not a little disappointment was experienced at times in overcoming difficulties in such an uncharted field of engineering. Ball bearings, for example, have proved a source of delay because suitable types of small diameter did not exist for engines capable of over 40,000 r.p.m. and Rover engineers grappled with that problem in their own works in characteristic fashion. The machining of the numerous aerofoil section blades of the turbine rotor from a solid disc of Nimonic nickel alloy was in itself no mean achieve-ment. Most of the pioneer work has been carried on under great secrecy, a separate section of the works having been set aside three years ago to provide space for the testing equipment

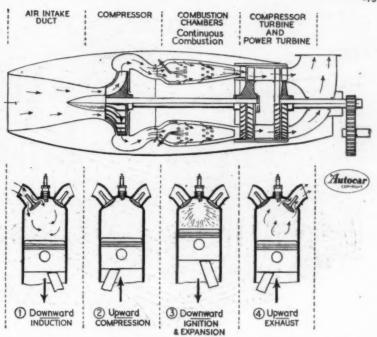
Articles on gas turbines for road transport, by G. Geoffrey Smith, have appeared as follows:
"Gas Turbines for Cars," The Autocar, pages 512.516, June 20, 1947.
"Gas Turbine Progress," The Autocar, pages 430-431, May 7, 1949.
"More About Gas Turbines," The Autocar, pages 4156-459, May 14, 1948.
"Gas Turbines for Coaches," Motor Transport, page 24, June 21, 1947.
"Gas Turbines," Bus and Coach, pages 280-281, August, 1947.

and assembly of components, and from time to time I have watched progress in this section with very great interest, but naturally with respect for the confidence of its sponsors.

February 15 last provided an experience which will live long in my memory. Visiting the works by appointment to collect a new Rover, was escorted by the brothers Wilks to the experimental department to witness the first Rover turbine unit, after emerging satisfactorily from its prolonged bench tests, being lowered into the bare Rover chassis frame. This is of standard type save for minor modifications to the rear section and other necessary bracing members to form a platform to accommodate the turbine just forward of the back axle. neat, square-looking unit is rather bigger in overall dimensions than the piston engine it replaces and, but for the normal electric starter which projects from the rear end, is externally clean, having far fewer accessories than an ordinary car engine and no other extraneous electrical gear. Two large upturned square exhaust stacks, one on each side, conduct the turbine efflux away, but, having been expanded twice through the two turbines, its velocity does not exceed 100 m.p.h. (By comparison it may be mentioned that the blast of a jet propulsion unit may be 1,200 m.p.h.)

Two Combustion Chambers

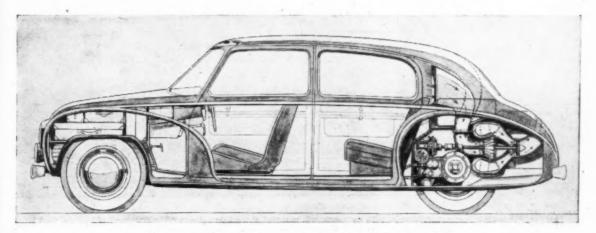
There are two combustion chambers fed with air by a centrifugal compressor having a fully shrouded impeller. The fuel, which may be petrol, kerosene or diesel oil, is sprayed into these chambers and burns continuously. From these chambers the heated air and combustion products are delivered to the first turbine, which is employed solely to drive the compressor. After leaving this turbine the gas is ducted to the second or "power" turbine, mechanically independent of the first, which produces power to drive the car.



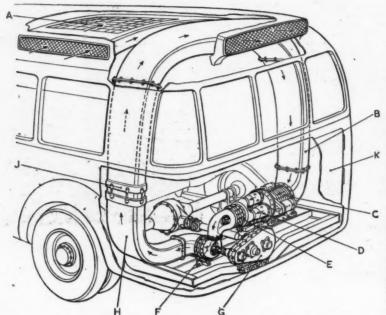
Although strict comparison between the cycle of a piston engine and the operation of a gas turbine is not possible, this comparative drawing will assist readers in understanding the working of the new unit. In the piston engine all power is produced by an explosion and a single stage of expansion in stroke three. In the combustion chambers of the turbine unit, however, the fuel is burned continuously, after the manner of a blow-lamp, and expansion is in two stages through the first and second turbine rotors.

Of course, there still remains some heat in the gas stream after it has left the second turbine. In certain designs furnished with a heat exchanger this is used to pre-heat the air before it enters the combustion chambers and thus improve the thermal efficiency and in turn reduce the rate of fuel consumption. A heat-exchanger is not fitted to the present Rover unit, but experiments to this end are being actively pursued to attain greater economy.

Gas turbines are extremely fastrunning units, and the smaller the turbine wheel diameter the greater the rotational speed must be, as the linear velocity of the blades is the limiting factor. The original Rover 100 h.p. car unit—also a two-shaft turbine—had a designed speed of some 55,000 r.p.m. The latest example, developing almost double the power, has larger diameter compressor and turbine rotors and consequently a lower rotational speed. Nevertheless, it idles at 7,000 r.p.m. From the second turbine, power is transmitted by a short, stiff shaft to



This suggested layout for the rear mounting of a gas turbine in a saloon car was advanced by the author in "The Autocar" of June 20, 10/-



Suggested installation of a two-shaft turbine unit in a single-deck bus. Air intake is in the roof over the back wheel, whence it passes down the right side of the bus to the compressor and combustion chamber, thence driving the compressor turbine and the power turbine and exhausting through the rear orifice in the roof. (From "Gas Turbines and Jet Propulsion.")

Key: A. air cleaner; B. intake duct; C. compressor; D. combustion chambers; E. compressor turbine; F. power turbine; G. reduction and reverse gear; H. exhaust duct; J. expansion joint; K. access doors

a single helical reduction gearing and thence by a short propeller-shaft to the offset differential gear of the back

Note there is no mechanical connection between the two turbines. When the load is increased, as when the car commences to climb a hill, the power turbine will be slowed down but the compressor turbine will continue, virtually unaffected, to supply all the air required for combustion. At starting, when a high

torque is necessary, the compressor turbine will run at full speed while the work turbine will smoothly pick up the load from standstill when the brakes are released. Thus, in effect, the two-turbine arrangement provides an automatically operating torque conversion system, so that no change speed gear box is necessary. Since gas turbines cannot be reversed, a simple reverse gear has to be fitted to ensure roadability and conformity to the law.

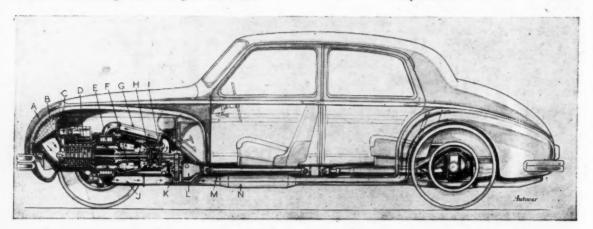
WORLD'S FIRST TURBOCAR:

continued

Last week-end the latest version of the Rover turbine was installed in a smart two-three-seater with the standard Rover frontal appearance. Still preserving the secret, the car was loaded into a plain van, taken to an adjacent airfield, and put through The frontispiece private trials. picture was taken on that occasion. From these tests it emerged, to the natural satisfaction of its sponsors, with great credit. Both Mr S. B. Wilks and, later; his wife drove the car and were impressed by its initial performance. Since no revolutionary design of this character can fail to attract world-wide notice and comment, the Rover Co., Ltd. at once arranged for a test to be carried out under R.A.C. official observation at a suitable aerodrome in the Midlands. Subsequently, the Press of the world were to be invited to see the car perform in public. As this issue goes to press, these demonstrations arranged to be held on Wednesday and Thursday, March 8 and 9, and further details will appear in the next issue.

In the meantime it is well to repeat in face of reports of the imminence of turbocars for the public that Rover engineers do not envisage the gasturbine car as a commercial production for some years to come. A number of engineering problems connected with gas turbines generally remain to be solved, but enormous progress has been made.

The small turbine for cars is a specialized type needing individual development, a remark which applies with equal force in the case of gas turbines intended for other duties, such as locomotives, ships or stationary work.



This is another suggested design of turbocar with the power unit mounted at the front. (From "The Autocar" of May 14, 1948.)

A. air intake; B. air filter; C. drive for accessories; D. air compressor; E. heat exchanger; F. combustion chambers; G. turbine efflux pipe; H. compressor turbine; I. power turbine; J. exhaust pipe; K. reduction gear; L. reverse gear; M. propeller-shaft; N. silencer.

Considerable concern is widely felt over the frequent sight of batches of new cars being driven at what appears to be too high a speed on their way to the docks for export, as may be judged from the Correspondence columns of this journal recently. The responsibility lies at the door of the car delivery companies, and is outside the direct control of manufacturers, whose only remedy is to change their delivery contractor. The manufacturers, it may be said, are by no means content with the existing state of affairs.

Yet it has been suggested to "The Autocar" by an eminent engineer that a very per-tinent question should be asked: "Can anyone produce any definite evidence that a car has been damaged by fast driving during its early life?"

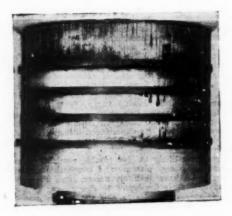
"Overdriving New Cars

IS HIGH SPEED REALLY HARMFUL TO NEW ENGINES?

The Technical Editor Says

T may be noticed that in the formulation of the question quoted in the subtitle the use of the word "overdriving" has been avoided. A vehicle could only be said to have been "over"-driven if a mechanical failure was caused, or if a road accident occurred. In other words overdriving produces its own evidence. The critical point is when fast driving becomes overdriving, and it is a very difficult point to establish. Assuming that this line of reasoning is correct, then any car could be overdriven if it were driven so hard that something broke, as might occur in makers' destruction tests, or in racing perhaps, or at the point where a road accident occurred.

As distinct from such obvious overdriving, there is a widespread belief that a new car can suffer latent damage, which will have a serious effect in later life, if it is driven fast when brand new. This belief is no doubt a tradition arising from the early days when motor vehicles were hand built and components such as bearings were hand fitted, usually a shade on the tight side. It had sound foundation. But does it really apply today? With modern precision steel-backed bearings, modern materials and correct tolerances, modern controlled-expansion pistons, modern lubrication and fine filtration, and so forth, does it really harm a modern car to drive it fast right away?



Dirty work ! This test piston was deliberately exposed to bad conditions and shows scuffing, tearing and score marks which would be disastrous in an engine.



Does the accuracy of the dimensions and surfaces of modern components make the old bedding-in process unnecessary, or is it still vital?

The question is asked because it is important to establish the truth. Can anyone produce reliable evidence one way or the other? What are in fact the actual forms of damage that result? Is it scored pistons or cylinder walls, is it damaged gear teeth, or stretched timing chains?

Many similar questions can be asked.

Obviously the real truth can be obtained only from a census of practical experience. For example, the chief engineers know what tolerances they have chosen in order to be reasonably sure that the mechanism of a brand new car is free enough to run without damage if all these tolerances have married up the wrong way (that is plus limit shafts in minus limit bearings) and that at the same time a marriage of tolerances in the opposite direction will not result in loose bearings and escaping oil films. The production engineers know just how close they can keep the factory to the prescribed limits and still get output. The assembly plant and road test departments know equally well whether the tolerances work out well in practice, or whether a spot of judicious and selective assembly must sometimes be practised. The manufacturing team, therefore, must have a pretty shrewd idea of what the average new car can stand in its first flight over the roads.

Then the distributor, large or small, at home or abroad, must know whether a large or a small proportion, or none at all, of the cars delivered to him by way of the roads in some part of their journeying, are any the worse for their road delivery, barring, of course, accidents. He knows, as do most people in the industry, that in a batch of ten cars no two will feel exactly the same to an experienced driver of that make. Most probably the distributor has some shrewd idea as to which of the ten cars are likely to give him early servicing duties, and the reasons

Then again another section of the industry must know something about the effects of fast driving, and of actual overdriving, and that is the service departments of the manufacturers. They may have evidence of damage being caused by initial fast driving, and coming to light in the later life of the car.

It would not be surprising to hear that no damage results from fast driving. And yet if that answer is received and proved, members of The Autocar staff, being human, will still continue to nurse a new car (when so blessed) for the first 2,000 miles, with senses alert for evidence of mechanical discomfort, and constant changes of oil in the hope of getting the fine grit of manufacture out of the oiling system.

And that, perhaps, is coming very close to the crux

of the matter. Whether fast driving of a new car is in any way harmful to the car must depend upon the degree of mechanical instinct or sensitivity which the particular driver possesses. Speed of itself, or engine revs, are not harmful; it is the loading that counts, i.e., side thrust on

pistons, punching or blows on bearings.

The car delivery driver, if experienced and careful, can bring a new car any distance and deliver it in perfect condition, even if he runs at normal touring speeds. Conversely, a journey made slowly by a ham-fisted or inexperienced driver can be productive of plenty of trouble if the car is laboured and ill used, even on low gears and engine speeds. In short, it is not speed that counts but the sensitivity or otherwise of the handling. A man who is sensitive to mechanism can feel signs of distress long before they become serious; he can hear the slightest change in the notes of the tiny mechanical voices; he can pick up the slightest hint of any unusual smell. And he handles each car accordingly.

In the regular course of Road Testing cars are often received by The Autocar which have run only a few hundred miles, and after they have been given a couple of

hundred miles of fairly gentle work, they are "put through A few small things may shake loose. common complaint is a distinct loss of tune after being put through a stiff series of acceleration and maximum speed tests, and this is mainly the result of valves settling down on their seats and tappet clearances being rendered incorrect. Sometimes the presence of a valve spring below specification may become evident. No more than a top overhaul, such as every new car usually receives from the agent, is necessary to put matters right. The hard work brings only the desirability of the top overhaul along a bit sooner than if nursing is practised. But this evidence is not conclusive, for such cars, though not run in when taken over by this journal, have done more mileage at the outset than the brand new car leaving the factory gates on delivery with a zero reading on its mileometer.

It would be very interesting to hear what the specialist manufacturers of pistons, bearings, chains and gears, rear axles and brakes, think about this subject. One wonders, too, whether a new tyre minds being pounded hard soon after it comes out of the mould, for whether it also might

prefer a gentle introduction to its life work.

-And the Industry's Chief Engineers Say

AUSTIN -

NOTE that the complaint, generally, is not solely the over-I driving of new engines, but also mentions the whole car, and think that there is a point here. Obviously, little harm can be done to such items as ball and roller bearings, gears in general, or chains, so long as correct lubrication is present, especially from the commencement of operation. When it comes, however, to plain bearings rotating at a fairly high speed, or reciprocating plain bearings such as the pistons, rings and tappets, the matter is somewhat different.

In modern Austin vehicles, the lubrication systems of the engine, gear box and rear axle have been very much improved

over those used in pre-war days, so somewhat less running-in is required. While finishes such as grinding, honing, and suchlike, give a very good surface, there is still some microscopic roughness on new parts; this will be worn away during operation and removed by the oil.

In general, these heavy metallic particles will sink to the

bottom of the oil sump, whether it be engine, gear box or rear axle, and do little harm. Here, therefore, we have the reason for changing the lubricant at regular intervals on a new vehicle, and this should be strictly carried out to the instructions in the maker's handbook. In addition, on our present engines, an oil filter (of either the by-pass or full-flow type) is fitted, and this is particularly useful in picking out metal or dirt particles during the early life of the mechanism.

From the foregoing it will be evident that if the running-in is done fairly gently, the material removed during bedding-in can cause no trouble through overheating, material is removed in a short time, under high power or high revolution conditions, heat is generated, and this is undesirable. Frequent gentle warming up and cooling down of, for instance, the cylinder barrel and the cylinder head, weathers these parts and produces least distortion, thus allowing the valves themselves to bed down on their seatings in a cylinder head which is not being unduly heated and warped.

The Austin company therefore provide a windscreen sticker for all new vehicles, giving recommended maximum road speeds for the first 500 miles. The recommendations vary according to the vehicle and its duties. All our experience with running tests and so on, with cars of our own, has shown that running-in to restricted speeds is well worth while; we know that we do get distortions and that the vehicle is adversely affected by being driven hard when brand new. Scuffing of piston rings and "picking-up" of pistons can be caused.

A further point is in connection with brakes. We think it is referable for the lining to be down without the drume being

referable for the linings to bed down without the drums being caused to undergo serious distortion when new. Obviously, if the brakes are used harshly as a result of high speed with brand new linings, drum distortion can occur before the linings are bedded-in; this would prolong the bedding-in period.

Moderate speeds should also permit the suspension mechanism to work itself in under relatively easy conditions, while the

same thing will apply to steering gear, brake controls, and so forth. An additional point is that, if any nuts or bolts are not tight, or if any parts of the running gear are not correctly adjusted, less damage will be done before the first service

J. R. Rix, The Austin Motor Co., Ltd.

ARMSTRONG SIDDELEY -

WE take very great care at Armstrong Siddeley Motors in the manufacture of our cars. All engines are carefully built and bench tested, and a percentage stripped for inspec-tion and afterwards road tested. Even so, with all this care, we find that it is very necessary to avoid overdriving, or rather I would say overloading, in the early stages, as I am convinced that such driving has harmful results.

Bearing fits and so on depend on manufacturing tolerances which, on modern engines and mechanisms, are quite small. Even so, the occasional bringing together of extreme limits may result in relative tightness in the one case and relative slackness in the other as, owing to the economic factor, it is

not always possible to resort to selective assembly.

In any mechanism which depends on lubrication for smooth and efficient working it is essential to maintain an oil film between all rubbing surfaces, and if, for instance, a new engine is allowed to tick over at a very low speed after starting from cold, the oil film necessary may not be present between the piston and cylinder wall, causing what might be the beginning of m pick-up. If at the other end of the scale a new engine is "flogged" immediately after starting from cold, before the normal running temperature has been reached and the oil is flowing freely, great harm may be done through a partial dry rub which, although not noticeable at the time, would make itself felt in later life, making an early rebore necessary. An experienced driver who has "feeling" can detect the differences in these cases and automatically drive with care.

The parts most likely to give trouble resulting from abuse are cylinder bores and pistons, and connecting-rod big- and small-ends, and I have definitely known cases where pick-ups have occurred. It is far better to run an engine with care in the early stages in order to give the pistons and cylinder bores a chance to settle down in the form of a good bearing

I liken a new car to an athlete in training who would completely ruin his chances of success if he burned himself out in the early stages. I am, therefore, convinced that it is good policy, and to the car's benefit, that a new car should

"OVERDRIVING" NEW CARS

not be driven for the first thousand miles at an excessive speed; it should be driven also with an intelligent use of the gear box, so that overloading of the engine is avoided, for it is really the overload that is the cause of the trouble.

7. W. alland

F. W. ALLARD, Armstrong Siddeley Motors, Ltd.

DAIMLER -

IN the main I agree with the article, as there have always been a lot of false ideas current on the running-in of new cars.

In our own case we do not expect owners unduly to nurse new cars, but we do expect that they will not over-thrash them by driving for long periods at full throttle during the first 500 miles or so. On the other hand, we do not think that short bursts of speed do any harm at all, provided these are not unduly prolonged.

It is also advisable to avoid thrashing the engine by prolonged full throttle work at low speeds and too high a gear. We are perhaps in a slightly better position than the majority of large production manufacturers, inasmuch as we still do quite a considerable amount of bench ruaning on engines and units, so that the worst high spots are bedded in during this process. When the car is finally ready, it is in a condition when only real abuse can cause damage.

Cm Sumpson

C. M. SIMPSON, The Daimler Co., Ltd.

HUMBER, HILLMAN and SUNBEAM-TALBOT

LET me say at the outset that, in my opinion, it is impossible to over-emphasize the importance of treating a new car with the greatest care and restraint during the first few hundred miles of its life. Admittedly there are a few very experienced and unusually sensitive drivers who can drive a new car at quite high speeds with impunity. I suspect, however, that the intimate knowledge required to do this would necessarily limit even such experts to a single make of car because the products of different manufacturers will not necessarily exhibit the same symptoms of distress.

In the past, it was necessary to run a new car very slowly for several thousand miles. This, at least, has been eliminated by modern precision methods of manufacture, although the need for light loadings and careful treatment over the first few hundred miles still remains.

The reasons for this are very simple. Friction is still the engineer's worst enemy and friction is obviously very closely linked with the degree of finish of all bearing surfaces, the term "bearing surface" being used in this sense to cover the pistons in their bores, the gudgeon pins, the crankshaft and camshaft bearings, the tappets and valves in their respective guides, and all parts in relative motion whether sliding, reciprocating or rotating. It will, therefore, be readily appreciated that it is upon the condition of all these bearings that the character of the whole engine will eventually depend because, everything else being equal, the perfection or otherwise of the bearing surfaces will determine whether the engine is really efficient or merely mediocre.

Now, even when employing the most up-to-date production methods, and however high the standard of machining accuracy, any bearing surface will show up under the microscope as a series of minute ridges, depressions and almost invisible imperfections. The function of running-in is, quite simply, to smooth out these surfaces by easy stages until they take on a really high polish and become what is known as "work hardened." This can be done successfully only if such bearings are not subjected to initial overloading, because this would tend to disrupt and deform the machined surfaces, which might, in turn, give rise to scoring or "picking up."

This applies, to a greater or lesser extent, to every bearing surface on the car and in this wider sense covers such items as gear wheel teeth. However, the pistons are the components most liable to be affected because they represent by far the largest individual bearing surfaces on the car.

It is not always possible to trace back to initial overdriving faults which develop in the later life of a car. For

It is not always possible to trace back to initial overdriving faults which develop in the later life of a car. For one thing, unless the damage caused in the early stages is obvious at the time, it will not normally come to light until much later and, by then, there are usually other factors to be taken into account. At the same time, it is unfortunately only too easy to produce examples where serious damage to pistons, piston rings and cylinder bores has been caused by the use of excessive speed before the car has been fully run in.

In short, I would unhesitatingly state that I attach the greatest importance to the careful treatment of a car during its first few hundred miles and I consider that its speed should be definitely limited during this period

BERNARD B. WINTER, Rootes Group

JAGUAR -

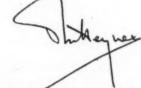
THERE is no doubt at all that any car can be overdriven in the first 1,000 miles or so at its life. As to the question whether high speed is damaging to new car engines, I should say definitely yes, if speeds up to 80 or 90 per cent of the maximum are being attained. Most of the load on the bearings at these higher speeds is the result of inertia loading from the explosion pressure, and it is a fact that peak loads on the bearings at high r.p.m. are higher with the accelerator closed than when developing full power.

Very low speeds may be equally bad, however, not owing

Very low speeds may be equally bad, however, not owing to the high loads but to the inadequate lubrication that may exist; the delivery of oil to the bearings is proportional to the speed. At 20 m.p.h., therefore, the engine receives only half the oil that it will at 40 m.p.h. Moreover, the oil often does not get hot enough to be really fluid to splash around and give that copious lubrication so necessary to new metal surfaces.

To the best of my knowledge no one has yet found a method of finishing bearings to a condition which gives the same resistance against seizure or abrasion as that which can be obtained by a bearing under suitably lubricated conditions running against its own shaft. This is the process which takes place during the initial running-in period.

My verdict therefore is that for the first 1,000 to 2,000 miles of its life the car should be driven moderately and with consideration if the most lasting results are to be obtained. A running-in speed of about 50 to 60 per cent of the car's maximum is usually a safe guide, and above all try to put up this initial mileage in as long journeys as possible—difficult, I know, under today's conditions, but nothing is worse than continuous stopping and starting of a cold, new engine.



W. M. HEYNES, Jaguar Cars, Ltd.

ROLLS-ROYCE -

Like every other aspect of engineering, the question of running-in of the finished car is one which must be constantly reviewed in the light of technical progress. Twenty-five years ago, little was known about how to produce certain types of surface finish economically in quantity production, and also the subject of supplementary additives to lubricants was in its infancy. Today, it is common practice to talk of finishes in micro-inches, and the extreme pressure characteristics of lubricating oils have been progressively improved.

The danger, therefore, of running an engine under full power shortly after erection has been greatly reduced. If, additionally, the manufacturer uses tin-plated pistons, parkerized

What the Chief Engineers Say (continued

tappets, granadized piston rings and any of the other surface treatments which have been developed to minimize the chance of incipient seizure during the breaking-in period, then the amount of nursing which an engine requires before being opened up to full throttle, full speed, can be very small indeed. As an example, it is quite possible to have a running-in schedule in the factory of not more than five hours, and at the end of this period to produce an engine which it will be impossible to harm by running at maximum load or maximum speed.

Under the circumstances, it may well be that the manufac-turers are not so alarmed by the apparent overdriving of export cars on the way to the docks as the man-in-the-street. might imagine.

Having ventilated the factors which might excuse this high road speed during delivery, the writer would emphasize that, if he were to own one of these cars, he would much prefer that it was handled very gently for at least the first 500 miles of its



W. A. ROBOTHAM, Rolls-Royce, Ltd.

SINGER

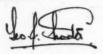
THE exposition of the case is very logical, and touches the core of the matter in saying that the loading on the bearing surfaces is the most important point.

There is no doubt that the modern technique of surface treating pistons and rings has gone a long way towards treating pistons and rings has gone a long way towards eliminating troubles caused by applying loads too soon and, as the article says, it may well be that more harm could be done by thoughtless slow driving than thoughtful faster driving; it is very much a matter of intelligent discretion. It may be of interest to quote our views on the subject as expressed in the Owners' Manual: "It is in your own interest to run this car carefully for the first 500 miles or 800 kilometres DO NOT EXCEED THIRTY MILES (OR 48 KILOMETRES) AN HOUR ON THIRD GEAR, OR FORTY-FIVE (72 KILOMETRES) ON TOP. By observing these rules the car will give better service and smoother running. Pistons. car will give better service and smoother running. Pistons, rings, cylinder walls and bearings will by this time have a surface that can never be obtained by fast, hard, driving. Even after the five hundred miles recommended, it will pay to increase the maximum speed of travelling with discretion. "When starting off accelerate very gradually and do not travel above 15 miles or 24 kilometres per hour on 2nd gear,

above 20 miles or 32 kilometres per hour on 3rd gear, above

30 miles or 48 kilometres per hour on top gear.

"Maintain these speeds for about 5 miles or 8 kilometres and then gradually work up to a maximum of 45 m.p.h. or 72 k.p.h. for the first 500 miles or 800 kilometres."



L. V. SHORTER, Singer Motors, Ltd.

STANDARD and TRIUMPH -

HARD and fast rule for running-in speeds cannot really A be determined; in some measure it will depend on the power-weight ratio of the vehicle. If the power-weight ratio is high, bearings, transmission gears and suchlike will be only lightly loaded at fairly high road speeds, compared with a car of low power-weight ratio running-in at the same speed.

The factor which enables the modern car to be driven at reasonable speeds early in its life is that surface finishes of vital parts, i.e., cylinder bores, pistons, tappets, camshafts, main and connecting-rod bearings, produced by a modern plant, are to a high standard, and to close limits, which enables the designed running tolerances to be maintained, so that new

engines and transmissions will run quite freely as built.

However, it is still an engineering fact that new mating surfaces are not so good as those burnished by running-in.

Therefore certain precautions have to be taken when driving new cars from the factory-and I would suggest the following:

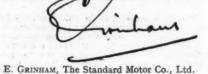
Allow engine to warm wo and oil to circulate freely before driving away. Avoid labouring the engine, and use the gear box to avoid full-throttle

work.

3. Avoid violent action of clutch, brakes and change speed.

Reasonable speeds are safe under light loads, which do not cause excessive surface temperature, and from my experience touring speeds up to 45 m.p.h. can be used, if the above precautions are taken, without causing damage to any of the

From the owner's point of view, I feel it is better to accelerate the running-in process to enable him to enjoy the full performance of the car as early as possible. Travelling at 30 m.p.h. maximum is a slow process both on the road, and for running-in.



VAUXHALL .

THE short answer to the question is that unduly fast driving of a new car can and does result in damage and this can quite readily be demonstrated. With modern design and materials, aided by first-class manufacturing technique, many of the working parts (including the engine bearings) have become pretty well invulnerable, but this immunity does not extend

to the piston rings and associated rubbing surfaces.

The idea of sliding piston rings rapidly up and down a cylinder which is scoured by very hot gases in every second revolution is really a very bold one—a fact which we have forgotten only because it is so familiar. Even with the aid of specially treated surfaces for the rings and piston and the most precise control of dimensional accuracy and surface finish in these parts and in the cylinder bore, we still find a sensitiveness to scuffing in a brand new engine, which disappears during the running-in process. This risk of scuffing is undoubtedly related to throttle openings (as affecting gas pressures and temperatures), but the most important single factor is speed, in our experience.

The scuffing of rings which results from fast driving early in the life of a car is evidence of local breakdown of lubrication. This permits direct contact between the metals so close that for an instant particles become welded together and are then torn apart. The damage is clearly visible if the rings are examined and although continued running may result in healing the surfaces almost entirely, nevertheless metal is worn away from the rings in the process at a rate very much in excess of the normal rate of wear. Further may easily cause damage elsewhere. Furthermore, the metal particles

Whilst it is true that drivers vary greatly in their sensitive-ness to the condition of the machine which they are handling, I cannot agree that anyone can hope to feel the onset of damage so sudden and so critical as piston ring scuffing. So we shall continue to post running-in notices on the windscreens of new cars and we shall go on insisting on the observance of runningin speeds by everyone who drives them, so far as it is possible to do so.

It may be of interest to remark that as the six-cylinder Velox engine is geared to run more slowly than the four-cylinder Wyvern engine, we permit a top gear running-in speed of 40 m.p.h. on the former as compared with 30 m.p.h. for the latter (for the first 300 miles in each case). These road speeds correspond to engine speeds of just over and just under 2,000 r.p.m. respectively.

Another point relates to manufacturing tolerances. to obtain a closer control of piston clearance in the bore than is possible even with the finest practical tolerances we sort out our passenger car engine pistons into eight grades by measurement and employ selective assembly into graded cylinder bores. The net result is that the actual piston clearance in the bore cannot wander beyond limits of 11 thousandths of an inch and 21 thousandths of an inch.

MAURICE PLATT, Vauxhall Motors, Ltd.



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The Humber Hawk carries six people in spacious comfort, and combines outstanding all round performance with exceptionally low running costs. A car of medium power, it is compact and easily handled in traffic, yet capable of high average speeds on the open road. Its traditional Humber distinction is both a business and a social asset.

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Schrader air chuck opening the valve for inflation.

> Inside the stem is the valve core which provides an air-tight seal. When a Schrader chuck or pressure gauge is pressed on the valve mouth the pin "A" at top of core is forced down, compressing spring "C" and opening the valve at "B". Upon its release, the spring, together with the pressure of air inside the tyre, forces back the seating "B" and seals the valve. It is this Schrader valve - standard the world overwhich makes tyre inflation and pressure-testing so easy.

heeper of the Air you ride on

Always carry a box of spare

valve cores.

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NEWS and VIEWS

New Motoring Era

THIS week has seen the first turbine car officially demonstrated; probably the most important step of the century in the history of the motor industry. Readers are recommended to World's First Turbocar on pages 272-274 in this issue, by G. Geoffrey Smith, M.B.E., Editorial Director of The Autocar and author of Gas Turbines and Jet Propulsion. Mr. Smith writes with authority on a development which may well change the whole outlook on car design.

Prestige

TRIPS abroad made by British drivers in search of motoring records make for great prestige in our cars, said Lieut.-Colonel Goldie Gardiner, addressing a recent motorists' gathering.

Up and Up

STEEL production for February was at an annual rate of 16,898,000 tons easily a record. The figure for February of last year was 16,176,000

Sterling Oil

THE largest producer of oil in the ster ling area, Kuwait's Burgan Oil-field, operated by equal American and British interests, has just displaced East Texas as the largest oil-producing field in the world. The Burgan output is now over 13,500,000 tons a year.

Car Price Rise?

EXPECTATIONS of more cars on the L home market are pure optimism, said Mr. L. P. Lord, chairman of the Austin company, at the opening of an Austin service week in Worcester. He prophesied that car prices, far from dropping, would rise.

£140.000.000 Strike

THE strike at the Chrysler works in Detroit, now in its second month, has become the U.S. motor industry's second longest major strike since the

Statisticians have calculated that the first month alone has cost about £140,000,000.

Nuffield Record

A SHIPMENT of Nuffield cars, worth more than 1,000,000 dollars, is on its way to Venezuela. The consignment includes Morris Oxford, Morris Minor and Riley cars, and is more than twice as big as any previous single shipment to this dollar market



The 250,000th Austin for export comes off the assembly line under the eve of Mr. L. P. Lord (right). The car is destined for Australia, the best Austin market.

Rover-Rootes Co-operation in U.S.A.

AN arrangement has been made between the Rover company and the Rootes Group for Rover cars to be sold in the U.S.A., Canada, Central America and the Caribbean, by Rootes Motors, Inc., of New York.

Inc., of New York.

This has been made possible by Rootes relaxing the terms of their agreement with the American company. This commendable co-operative effort is being made with a view to promoting exports to these dollar areas, in the national interest.

The companies have made it quite clear that the arrangement is in no a financial agreement, nor is any such association intended.

Nuffield Australian Plant

FRESH from a flying trip to the Far East and Australia, Sir Miles Thomas, chairman of British Overseas Airways Corporation, arrived back in London last week. During his visit to Sydney, Sir Miles spent an interesting half-day with Lord Nuffield looking over the new Nuf-

field car plant at the old Victoria Park field car plant at the old Victoria Park Racecourse, where vehicles will be assembled from c.k.d. parts exported from this country. Mr. McGirr, Premier-of New South Wales, opened the plant on March r and announced that 500 to 600 hands would be employed.

Home Deliveries

FEELING that a statement on the question of home deliveries of vehicles was due, the S.M.M.T. has called attention to the drastic reduction in the home market quota over the figure supplied in 1949 and has pointed out that buyers of new cars and commercial vehicles must still be patient. The esti-mated total of unfulfilled orders for all vehicles is over one million. Comment is made upon the statement in the leading article on page 271.

It would be very unwise, says the S.M.M.T., to be optimistic about the future, at least for the next twelve months, and urges owners to do everything in their power to keep their vehicles on the road. Supply of spare parts is good and is increasing, and serrice standards are of the highest.

BEST MARKET AUSTRALIA THE

L AST Friday an intimate and very happy function took place at the Austin works at Longbridge, Birming-ham. The Acting High Commissioner for Australia, Mr. Norman Mighell, was present to welcome off the assembly line the 250,000th post-war Austin vehicle to be exported. It is an A.40 saloon in pale green finish and it is allocated to Australia in recognition of that country having taken the lead in the world demand for Austin cars. Likewise, the 250,001st car, another A.40, was received off the line by the American Consul in the Midlands, Mr. P. H. Hubbard, as it is going to the New York Show.

as it is going to the New York Show.

The motor industry is Britain's largest exporter, and Austins are the largest exporters within the industry. After luncheon, Mr. Mighell, in proposing the toast to the Austin company, said that Australia was proud to be Britain's best customer, and recalled the late Lord Austin's early days in the Australian bush, when his life's great ambition to bush, when his life's great ambition to build cars for the lonely people in the

bush was born. In supporting the toast Mr. Hubbard said that the U.S. need two-way trading, a policy that leading American economists have been preaching for twenty-five years, which has now

ing for twenty-five years, which has now been adopted by the Government. In replying, Mr. L. P. Lord quoted figures for Austin production and ex-ports. This year the weekly output averages well over 3,000, of which more than 2,600 are exported. The home than 2,000 are exported. The home market allocation, originally 50 per cent, then 30 per cent, then 25 per cent, is this year a definite figure which could be provided by two months' Austin out-Sheet steel is the factor limiting production and Austins could export the cars resulting from another 1,000 tons of steel per week. The order book is full, the workers are really working, but material costs are rising rapidly owing to devaluation. The three essentials of good business are (1) increased production, (2) lower costs, (3) higher wages. The wage freeze is bad and Mr. Lord wants to see wages and production rising.

Geneva Bentley

COACHWORK of more than average merit is usually displayed at the Geneva Salon. This fine Bentley drop-head coupé should be able to stand comparison with any of the coachwork exhibits from Continental constructors at the forth-coming Geneva Show, which opens on March 16 and closes on March 26.

The Park Ward production has gracefully curved lines which are emphasized by the colour scheme of ivory and black, with chromiumplated mouldings on the waist line, on the lower edge of

the waist line, on the lower edge of the full-flow front wings, and on the lower edge of the rear wings. The folding head is power-operated and, when lowered, lies flat. The single-panel screen is fixed, and the door and quarter lights have chromium-plated metal frames and drop flush into the body. The door windows are power-operated, but the quarter lights are controlled by winders. The framework of the body is of Park

The framework of the body is of Park Ward patent steel construction covered with aluminium panels. The interior has upholstery in bolster style with piped edges and pleated inserts, and the woodwork is of polished walnut. Interior heater and radio set are fitted, and the large luggage locker has an interior light and also accommodates the spare wheel on a spring-loaded revolving base which allows it to be easily withdrawn.

BEN Accounts

IN the annual report of the Motor and Cycle Trades Benevolent Fund, capital is shown to be £274,647. The outstanding feature of BEN's activity during the year was the opening of the fund's first home for elderly people.

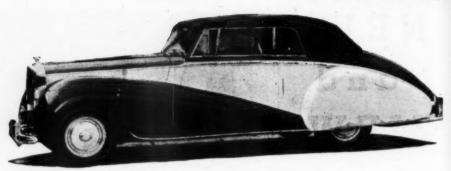
Driving Tests

IT is understood that the Minister of Transport has approved, in principle, an increase in the cost of the driving test from 7s 6d to 10s. Before this can come into force, it has to undergo the official parliamentary procedure. Approval for the increase, however, is almost certain, because, during 1947, the cost of running driving tests exceeded income by £74,000 and, in 1948, by £86,000. Since the driving tests were resumed in November, 1946, over 1,033,000 have been conducted.

A.A. Opens Paris Office

FOR the benefit of members touring on the Continent, the Automobile Association has opened an office at the Crédit Lyonnais, Service des Accrédités, 19, Boulevard des Italiens, Paris, 2ème. The staff of this new bureau will

The staff of this new bureau will answer queries and give information and advice on all aspects of foreign travel, including the latest news on cross-Channel shipping for the return journey. In the event of serious mechanical breakdown, members will be given assistance in arranging for their vehicles to be returned to the most convenient French port by rail under the Association's free Continental breakdown service.



Ivory and black finishes stress the flowing lines of Park Ward's Bentley coachwork for the Geneva Show.

Lagonda Price Reductions and Policy

ON Wednesday, March I, by invitation of Mr. David Brown, Lagonda distributors and those interested in various ways in the marque, were entertained to lunch at the Hanworth Park Hotel, Middlesex. Thereat the future policy for the Lagonda was explained in full. First, it was announced that the output has settled down to twenty vehicles a week, the engine and gear box production having been concentrated at one of David Brown's northern works. Secondly, the prices have been reduced from £1,998 to £1,750, list, for the saloon; from £2,198 to £1,798 for the coupé, additional purchase tax being £973 is in the first case, and £1,000 7s in the second.

Technical manufacturing difficulties were dealt with by Mr. John Stirling, who explained that certain points of admitted technical value proved a considerable handicap to production at a reasonable price, while Mr. James Watt, who

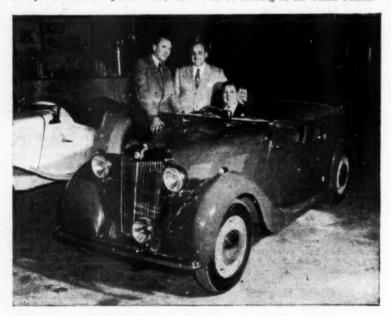
is now in charge of sales, went through the car's selling points, and confirmed a stable sales policy. The works were open for inspection and cars were provided for test.

Off to New York

THE chairman of the S.M.M.T., Sir William Rootes, has sailed for New York in readiness for the British Automobile and Motor Cycle Show (April 15-20). He will make an extended tour of the U.S.A. and Canada, later joining the S.M.M.T. show committee in New York.

Before leaving, Sir William stressed the need for exports and warned the home motorist that he must expect to go short. He was optimistic regarding British cars in the Western Hemisphere, and said that the Rootes Group was sending 1,500 cars a month to North America and had a back-log of orders.

Latest firm to be added to the list of exhibitors is the Bristol company, which will be showing at the Grand Palace.



At the Chicago Sports and Outdoors Show held at the Navy Pier early this month, there was an exhibit of M.G. cars. With the M.G. in this picture are (left to right) Mr. C. W. Baker, Nuffield representative in the U.S.A.; Mr. S. H. Arnolt, president of S. H. Arnolt, Inc., distributors for the make in the Midwest; and Mr. C. B. Webb, representative of the U.S. concessionaires, the Hambro Trading Co. of America.



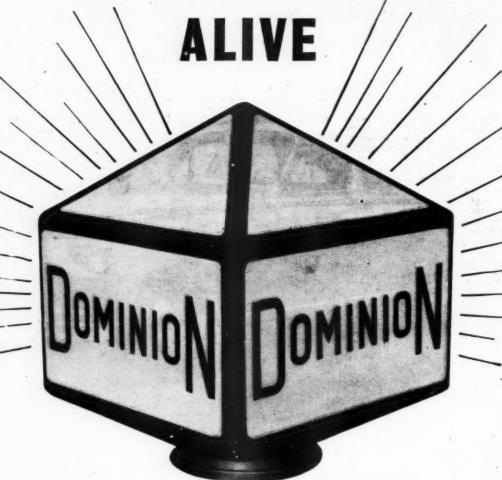
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BY THE SCRIBE Drawings by Barry Appleby

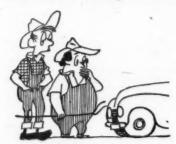
U.S. Enthusiast

N American friend in New England (coast of Connecticut) with whom I exchange correspondence frequently, has a 1949 M.G. Midget and a 1948 Austin A.40. The Midget is for fun, and more or less replaces a boat which was his pride (boats are his line). His wife, I gather, is not too keen on this style of motoring unless the temperature is above 40 deg, so he uses it a good deal as a stag car; the Austin is his wife's car, and is used by him for occasions which he calls "two pants" weather for going to work. The has the outlook of the true lover of good machinery and has run-in both cars with vast care; he changes the oil at what he admits are unnecessarily frequent intervals, uses the best oil he can buy, and on the M.G. kept a wary eye on the tach. (rev counter to you) so as not to exceed 3,000 r.p.m. for more than short bursts, up to at least 3,000 miles.

He has been motoring since about 1911 and is immensely pleased with both his present cars, though a little shaken now to learn that the Midget has gone i.f.s., especially as he bought it only a short time before Sır Stafford "adjusted" the pound, having vowed, as my friend said in one letter. that he never would do so. Surprisingly, he doesn't seem bitter about it, in spite of dropping some 400 dollars on the deal, philosophically adds that all politicians are liars. It always surprises me that our U.S. friends, taxed as they are to subsidize us, should also buy our cars, though we can claim that we offer them something good and "different."

So Far...

"HAT "difference" attracts some and repels others in the U.S. My correspondent has done a lot from his enthusiasm and goodness of heart towards things British to show his cars to many friends and acquaintances. Only a very small proportion of the American public, he says, will actually purchase a small car, for actually purchase a small car, for which reason he doesn't give the Nash



Admit to being amazed.

small car project any prospects of success. People in the U.S. will freely admit to being amazed by the performance, body room, economy, good construction, finish and reasonable cost of the smaller British car, but against that are the parts question, imagined or real ("bugaboo" my friend calls it), what their neighbours would say, and the fact that their cars would be very different in size and appearance from most others. Then most of them go and buy the largest car their purse will allow.

Still, it is only a tiny fraction of the American market we need to represent a lot of cars sold and we have done ourselves quite a bit of good there, in spite of the difficulties.

Nuisance Value

HIS same correspondent also tells me of an amusing encounter he had recently with a Buick Roadmaster while he was showing the A.40 to an interested enquirer about the "little car." They were overtaken on a short straight by the shiny Buick. Knowing there were several sharp turns in the next mile, he said nothing, but ran the Austin up to about 55 and



Amusing encounter.

waited. At each bend they closed right up to the Buick's tail and on the last one its driver got so annoyed that he slid across the road almost on two wheels. This scared him and he slowed to a sedate pace. The demonstratee was delighted with the show and, but for his wife (note italics) would buy an A.40. What fun it must be possible to have in this way with the still better cornering of the open M.G.; yet the stability of the American cars has unquestionably improved in the last few years.

Wishful Pinking

MOST people will always find good reason for believe reason for believing what they desperately want to believe, and an amusing story from the history of London Transport has come to hand which illustrates this. When dieselengined buses were first to be tried in

London, in the early 1930s, prejudice was against them, on account of the smell, and the noise, which is often caused by the familiar diesel knock, an occurrence not dissimilar to pink-

The first of them were tried on a different route from that officially announced for the test, and although from the route (running normal buses) where the public thought the diesel vehicles were used came many complaints, the actual use of the diesels passed without comment. This test resulted in the much more general use of the diesel for this kind of vehicle.

Whoops-dearie

OTHING finds one out so quickly as the sharp corner after high speed over a long period. The other night I came down from the Midlands at what may still, I feel, be called a high speed. The road was empty and Oxford-Henley was particularly fast.. Then I ran off into the lanes, along a familiar route, until I was confronted by Bend A, a rightangled left. I braked and prepared to lock over, thinking that I was down in the twenties. But the feel of the car made me change my mind and I overshot the bend and went back to it. I think I was doing about 35 m.p.h.-a 15 m.p.h. error of judg-

Starting Problem

AN you guess this one? was decarbonized and afterwards proved a bad starter on cold mornings. No petrol was reaching the carburettor. New parts were fitted to the pump without result. The flexible pipe was found to be faulty and was replaced, and petrol reached the car-The car then started, but burettor. next morning was as bad as ever. There was petrol in the carburettor, which was working properly, all insulation was good, and the rlugs were sparking healthily. What was wrong?

The contact breaker points were not opening, but the fau't was purely coincidental with the previous fracture in the fuel flexible pipe.

Any Old Oil?

TEW use for old oil, suggested by a reader in response to my recent Paint the garden paragraph. fences with it. It preserves and stains the wood. A good idea, and it only remains for me now to commiserate with town dwellers who may have some difficulty in finding a fence!

Week by week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.I. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications.

Autocar

Parking on Common Land

I recently parked just off the road on common land for the sake of safety and the avoidance of obstruction. After I had been there a few minutes a man with a U.D.C. armband arrived and ordered me to leave, threatening me with prosecu-tion in the courts. Naturally, I asked him what harm was being done by my presence and, equally naturally, I was informed that that was not the point, but that it was common land and no parking was allowed on it, or the public highway running through it. I should be interested in your comments.

London, W.8. INCIDENTS of the sort you describe are indeed irritating. One may park within 15 yards of a road when the road runs through common land. However, this does not mean that the motorist does not have to obey local by-laws and, pre-sumably, a by-law preventing parking is in force in the area to which you

refer.

It may be possible that an excess of parking would be against the public interest, in which case the rule preventing parking, once made, must be adhered to. However, you might care to check whether any such local by-laws are in

Austin Seven Timing

Could you please give me any information on the timing of my ancient Austin Seven?

London, N.W.6.

THE valve timing should be: inlet opens on top dead centre and closes 40 deg after bottom dead centre, while 40 deg after bottom dead centre, while the exhaust opens 45 deg before b.d.c. and closes 15 deg after t.d.c. Tappet clearances should be o.oojin for both inlet and exhaust with the engine hot. The contact breaker points should be set to o.o10in and the sparking plug gap o.018in.

The ignition lends itself to fine adjustment but should be moved only about half a degree on the vernier at a time. Care should be taken not to set it in too advanced a position. Maximum advance is 20 deg before top dead centre.

Running-In

I have been involved in a difference of opinion about the best way of running-in a reconditioned Morris Eight. Without troubling you with the opinions put forward, perhaps you could tell me what is the correct procedure? L. W. is the correct procedure? Aberdeen.

RUNNING-IN speeds depend to a large A extent on the individual engine. If it is very "tight" it will call for more gentle treatment, or if it is "free" it can be taken a little faster. However, the running-in instructions for the Morris Eight, Series E, are: the first 200 miles not exceeding 35 m.p.h. in top gear, 26 m.p.h. in third gear, 15 m.p.h. in second gear, or 10 m.p.h. in bottom gear. Engine speeds should then be increased only gradually and progressively until 1,000 miles have been covered. An oil change should be made at 500 miles.

In view of your question, you should be interested in the article on pages 275-277 in this issue.

Storing Batteries

Is it safe to leave the battery in a car which will not be in use for some months, or should the electrolyte be emptied out of the cells? I have removed the battery from the car and put it indoors. I could have it charged occasionally. D. J. McN.

Llanelly, Carmarthenshire.

YOUR best course of action would be I to keep the battery in a fairly dry place, keep it clean, and give it a top-up charge about once a fortnight.

Graphite in Filters

With reference to letters I have seen in your Correspondence columns about oil filters and also about colloidal graphite, am I mistaken in thinking that the oil filter used in the more modern engine removes the graphite from the oil in B. E. H. circulation?

Lancaster.

TRUE colloidal graphite is in such fine form that, suspended in the oil, it will pass through most filters. In the course of use, conditions may arise in the oil which cause sludge to be deposited, combined with a certain amount of graphite, which will be retained by the filter; but it is usually claimed that filter; but it is usually claimed that a sufficient amount of graphite is left in the lubricant to perform its normal function.

Owning a Car

Would you be good enough to give me some elementary information about owning a car? I want to buy a vintage Riley, 1930-1934, but since I have Riley, 1930-1934, but since I have never held a driving licence of any kind I am told that I would not be able to insure the car and thus not be able to run it. Perhaps I could have your comments?

M. L. R.

Wembley, Middlesex,

YOU should have no difficulty in in-You siving a car, even if you have not held a driving licence previously. You will have to obtain a provisional driving licence from your county council and apply to an insurance company for cover. Until you have passed the driving test you will, of course, have to have a qualified driver with you whenever you take the wheel.

In view of the age of the car which you propose to purchase, it might be advisable to have a word with the insurance company you choose beforehand. Old cars are subject to special conditions with which it would be as well for you to become familiar before making your purchase.

Post-dating Cars

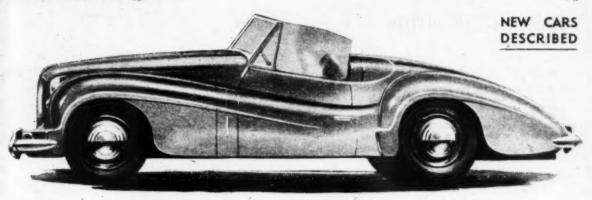
I recently answered an advertisement in The Autocar for a 1935 Rover. closed a cheque as a deposit, and agreed to have the car, subject to one or two conditions. The owner sent more parti-culars and the registration date, which was September 9, 1934. As this is not a 1935 car, I sent a telegram cancelling a 1935 car, I sent a teregram cancering
my offer. However, the owner is
attempting to hold me to my original
letter, and I would be glad if you would
give me your opinion on the position.
Tiverton, Devon. W. D. D.

A CAR registered in September, 1934, can be popularly defined as a 1935 model. The Rover programme of that year was announced in *The Autocar* on August 17, 1934, under the heading 1935 Rover Improvements," and these models were subsequently shown under that year, at the Olympia Show, which was held from October 11-20.

Gauge Fluid

Can you tell me what is the mysterious Can you tell me what is the mysterious liquid in the petrol gauge on my Ford car? None of the garages I have asked seems to know, and, having made the thing work, I now want to top it up, as it is too low to register fully. Presumably some light non-evaporating liquid is required—but what? F. A. G. Hindhead, Surrey.

THE fluid in your petrol gauge is specially prepared from a proprietary formula which gives a suitable liquid which meets several requirements. It does not, of course, evaporate at the nordoes not, of course, evaporate at the normal temperature ranges and its specific gravity must be very closely controlled. It is not easy to make up a substitute, and the best course is to have the gauge overhauled by a Ford main dealer. should have supplies of the fluid and know the correct method for replenishing the system. If they have no supplies available, they can order them from the Facilities Department at the Ford Works at Dagenham.



The roadster body of the Javelin Jupiter has panels of 16-gauge aluminium on a tubular steel framework. Total weight is quoted as about 13} cwt which should give the car a power-weight ratio of nearly 90 b.h.p. per ton and guarantee an outstanding performance.

JOWETT'S JAVELIN JUPITER

VER since the prototype of the new E VER since the prototype of the last the London Show last year, enthusers agerly siasts all over the world have eagerly awaited the appearance of the complete The first batch of chassis is now being fitted with two-three-seater roadster bodywork, manufactured at the Jowett works at Bradford, and the cars will be seen at the British car show in New York in April. The chassis will be exhibited at the Geneva Show opening on Thursday next and delivery of chassis to foreign coachbuilders will commence later this year. This British high perlater this year. This British high per-formance chassis has created such wide interest that some of the greatest Continental coachbuilders are expected to evolve new styles for it. They will, how-ever, be asked to conform to the main lines of the frontal styling on the stan-dard bodywork in order to preserve the identity of the car.

The speed, stability and stamina shown by the Jowett Javelin as a com-

FAST SPORTS TOURING MODEL AT £795 LIST PRICE TO APPEAR AT NEW YORK SHOW

fortable family saloon made it inevitable that there should be a demand for other body styles, with particular emphasis on sporting requirements. As the saloon has integral construction and, indeed, owes much of its performance to the weight saved by this form of structure, the answer lay in the production of a completely new chassis with a light but very stiff frame made from steel tubes. The prototype was evolved in collaboration with E.R.A., Ltd., and incorporated all the main mechanical components of the Javelin saloon.

Bearing in mind the successes gained by the Javelin saloon, including first and third places in its class in last year's Monte Carlo Rally and first place in the 2-litre touring class in the Spa 24-hour race, it is safe to predict that the new model has a great future in motoring competitions. At the same time, per-formance has been obtained by weight reduction rather than by over-stressing the power unit and it should therefore be a tractable, docile and reliable car for everyday use.

The standard body is an open two-three-seater with really full weather pro-tection which virtually converts it into a coupé. Side windows and windscreen are of laminated safety glass. The windows wind down into the doors and can be removed completely for competition work.
The windscreen does not fold, but can
be removed quickly and replaced by a
competition screen which converts the car into a sleek sports-racing two-seater when necessary.

Body panels are of 16-gauge alu-inium, mounted on a tubular steel minium, frame which is secured to the chassis by Silentbloc rubber mountings to insulate it from vibration and road noises. The whole of the panelling for the bonnet and front wings is assembled as one unit to-gether with lamps and air intake grilles. It is hinged at the scuttle and lifts in one

novement, giving unrestricted access to engine, steering and front suspension.

The fuel tank holds ro gallons and is carried on an extension of the chassis frame at the rear. The spare wheel is mounted in the tail of the body and there is also room for two fitted universes which is also room for two fitted suitcases which are accessible from inside the car. ditional luggage space exists behind the front seats. The body is wide enough to seat three abreast if required but the seat three abreast it required but the seating accommodation is specially shaped to give individual support to the driver, as befits a fast sporting car. The remaining section of the bench seat can be slid back separately to give extra shoulder and elbow room for the driver. The illustrations show a rear leave on

The illustrations show a gear lever on the steering column, with gear positions-located to conform with international practice, but keen drivers who vociferously mourn the passing of the "pre-cision prong" will be relieved to learn that a conventional remote control lever mounted on the floor can be had as an alternative.

The instrument panel is veneered in walnut and carries a rev counter and speedometer with 5in dials together with oil pressure gauge, thermometers for oil

----- SPECIFICATION -

Engine.—Flat-four. 72.5×90 mm, 1,485 c.c. Overhead valves operated by push-rods. Compression ratio: optional from 7.2 to 8:1. Three-bearing crankshaft in steel-backed copper-lead bearings. Two Zenith carburettors. 60.5 b.h.p. at 4,500 r.p.m. on 8:1 c.r. Mean piston speed at maximum b.h.p. 2,660ft per min. B.m.e.p. at maximum power, 118 lb per sq in. Full-flow oil filter and oil cooler.

Transmission.—Single dry-plate clutch 7\(\)\text{in diameter.} Four-speed gear box with synchromesh on second, third and top. Gear change by remote control lever on floor or on steering column. Gear ratios: Top 4.1, third 5.63, second 8.91, \(\)\text{first and reverse 14.62 to 1.} Divided propeller-shaft with rubber mounted centre bearing. Hypoid rear

Suspension.—Independent front with wishbones and torsion bars. Rear, torsion bars with trailing arms and Panhard rod. Telescopic dampers and anti-roll bars at front and rear.

Brakes.-Girling hydro-mechanical with two-leading shoes at front.

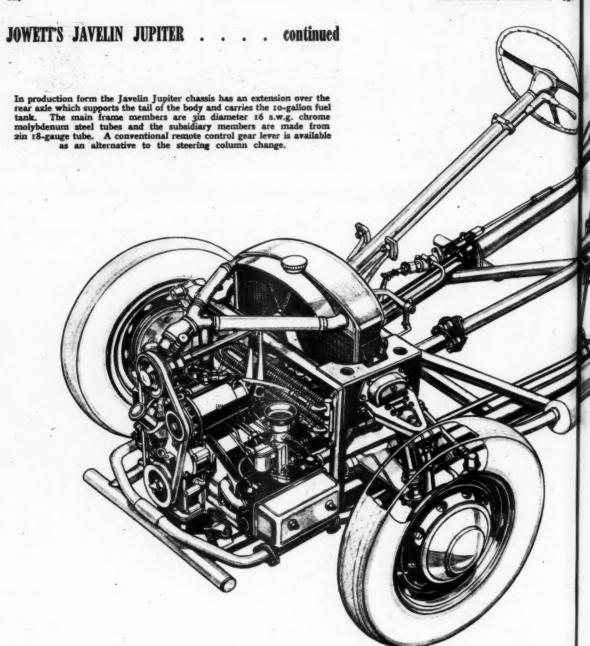
Steering.—Rack and pinion.

Wheels and Tyres.—Perforated steel wheels with 5.50×16in tyres. Fuel System.-10-gallon tank at rear. Mechanical pump on

Electrical Equipment.—Lucas 12-volt with high duty coil ignition. 54 ampère-hour battery.

Main Dimensions.—Wheelbase, 7st gin: Track, (front) 4ft 3in; (rear) 4ft rin: Overall length, (chassis) 13ft 7in. Weight, chassis 1,008 lb approx.; roadster 1,510 lb approx. Ground clearance, 7sin. Turning circle, 31ft.

Jacking System.-Stevenson screw jack fitting into sockets amid-Price.—Chassis £495, Roadster £795 plus £221 118 8d purchase tax; £1,016 118 8d.



and water, ammeter and fuel gauge. Electrical switches, which are mounted centrally, are all push-pull. Electrical equipment is to the Lucas top quality specification, including P770S head lamps and fog lamps and a high-duty ignition coil. In the centre of the instrument panel is a sliding drawer which can be replaced by a radio set giving abort and medium wave bands. Another cottonal extra is a Smiths heating sysoptional extra is a Smiths heating system and the necessary ducts have been provided for in the body design. Uphol-stery is in leather with cellular rubber filling, and standard colours for the coachwork are metallic copper, turquoise, scarlet and British racing green.

The chassis has been modified only in detail since it was first exhibited and figures now released suggest that the figures now released suggest that the complete car will have remarkable performance factors which should enable it to deliver a really high road performance with complete reliability.

Various modifications to the Javelin flat-four engine, which is already known

for good response, have increased the for good response, have increased the power output to 60.5 b.h.p. at 4,500 r.p.m. on a compression ratio of 8 to 1. This represents 2.35 b.h.p. per sq in of piston area, which suggests that the power unit is not being unduly-stressed in the process.

The weight of the chassis is quoted as

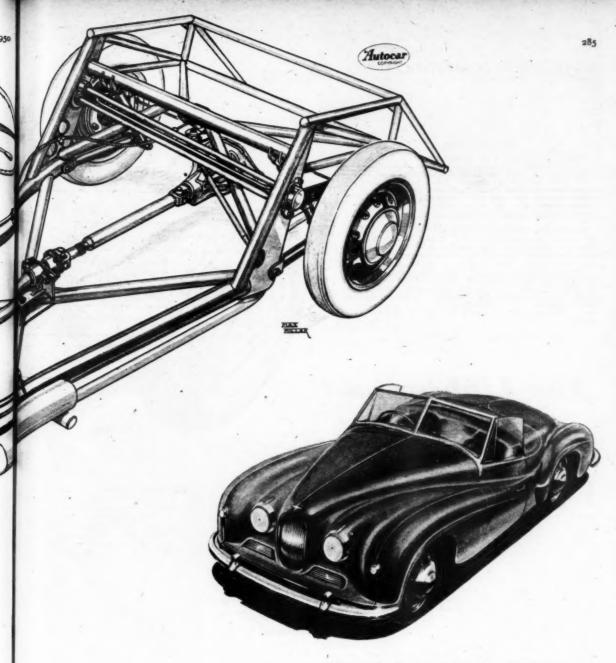
about 1,000 lb and the complete car with two-three-seater coachwork is expected to weigh 1,512 lb, which gives the excellent power to weight ratio of 89.6 b.h.p.

per ton unladen.

On an axle ratio of 4.1 to 1, the car is On an axle ratio of 4.1 to 1, the car is doing 19.4 m.p.h. per 1,000 r.p.m. and the mean piston speed at a sustained 80 m.p.h. is only 2,440 ft per minute. The time for acceleration from rest to 60 m.p.h. is expected to be about 15 seconds and maximum speed should be in the region of 95 m.p.h. The Girling hydro-mechanical brakes with two leading shoes at the front have drums of 10 in diameter and the total friction lining area is 88.25 sq in, or 131 sq in per 107. area is 88.25 sq in, or 131 sq in per too.

as a doc tak tou One race for the anc

T than inte beer the



The modern treatment of the frontal air intake harmonizes with the flowing lines of the standard two-three-seater roadster body on the Javelin Jupiter chassis. A fully lined hood and laminated plate glass windows winding into the doors convert the car into a comfortable coupé. Bonnet, wings, air intakes and lamps lift up as a unit and give unrestricted access to engine, steering and front superping. steering and front suspension.

Although it is presented conservatively as a fast touring car with emphasis on its docility and good handling qualities, it is clear that the Jupiter has what it takes to form a serious competitor in the toughest international competitions. One car has been entered in the 24-hour One car has been entered in the 24-hour race at Le Mans and one will be prepared for the 24-hour race at Spa which was the scene of such an impressive performance by the Javelin saloon last year. The axle ratio is, of course, higher than that of the Javelin saloon and the

intermediate ratios on the gear box have been stepped up to take advantage of the low weight of the car and give high maxima on second and third.

Important contributions to engine reliability under sustained hard driving are the full flow oil filter and the oil cooler mounted just ahead of the radiator. The engine sump has a capacity of 9 pints. The brakes are larger than those on the Javelin and stronger spring dampers are used to cope with strains of sports and racing use.

The main features of the engine design have been already proved capable of standing up to hard work. The crankcase and cylinder blocks are formed from Important contributions to

aluminium die castings with wet cast iron cylinder liners. The overhead valves are operated by push-rods from a central camshaft via hydraulic tappets. Main bearings on the Jupiter engine are of copper-lead backed by steel.

The American market is expected to

absorb the greater part of the initial output and Europe is unlikely to see many of the cars while production is being built-up. A very few may, however, reach the home market later in the year.

INTERESTING COMPETITION CARS-3

SPECIFICATION

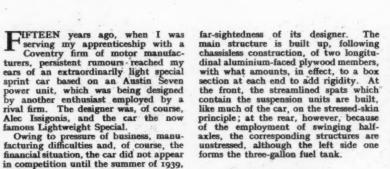
Bagine.—4 cyl, 748 c.c., water-cooled, c.i. cylinder block and head. Cast aluminium pistons. Compression ratio, 7 to 1. Two valves per cylinder, operated by single chain-driven o.h.c. through sliding tappets. Steel connecting-rods, white metal lined; five main bearings. Lucas magneto, 1½in bore S.U. carburettor, Zoller super-charger giving 28 lb per sq in maximum boost. Pressurized cooling system. Estimated output 95 b.h.p. at 7,200 f.ps.

7,200 r.p.m.

Transmission.—Austin Seven clutch and gear box (alternative two- and four-speeds). Thence through step-down gear (permitting ratio changes) and Austin crown wheel and pinion, ratio 4,9 to 1, to swinging half-axles. Alternative drive ratios between 4.6 and 6.1 to 1.

Chassis.—Stressed-skin construction, side members of in plywood, aluminium-faced. Suspension by rubber: at front, in compression; at rear, in tension. No additional damping fitted. 7in Lockheed two-leading-shoe brakes froat and rear. Tyres 5.00×16in front, 5.75×16in rear. Wheelbase 7ft nin, track 4ft 2in. Weight (dry) 720 lb.





Rubber Suspension

The suspension medium employed is rubber. At the front it is used in the form of rings in compression within a tube, in conjunction with a double wishbone type of suspension; all this is effecbone type of suspension; all this is effectively concealed within the spats. The rear suspension is by rubber bands, stretched over the swing axles and looped on to a triangulated tubular structure springing from the main frame. Originally the car had cable-operated brakes, but these have now been superfield the true lead.

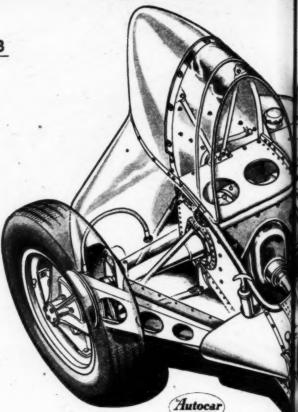
seded by Lockheeds of the two-leading-shoe pattern. The wheels consist of duralumin rims bolted to magnesium centres, which incorporate the steel-lined brake drums; the rims are liberally drilled to check tyre creep.

The original engine was an ex-works side-valve Austin unit, one of those for which Murray Jamieson was responsible, with many more cylinder head studs than the standard product. Of recent years, however, the car has been fitted with an interesting experimental single o.h.c. 748 c.c. unit. It has a cast iron

cylinder block and head, five main bearings, and steel con-rods (white metal lined) with the big-ends split at an angle to permit their withdrawal through the cylinder bore. The con-rods, after several catastrophes, were shot-peened, since when no trouble has been experienced in that department. The camshaft operates sliding tappets; a solid copper gasket is used, and the cylinder head bolts have been somewhat modified. With the pistons at present in use, the compression ratio is 7 to 1, and the chain-driven Zoller supercharger blows at 28 lb per sq in at peak revs. The camshaft in use now is the second experimental one, giving actually less overlap than the first, but producing more power at low speeds, which is very important for a sprint car. A Lucas vertical magneto, mounted horizontally at the rear of the camshaft, fires the Lodge Type 49 plugs (51 at Brighton, 47 at Prescott). A single S.U. carburettor is used, and the normal fuel is 80-10-10 methanol-benzole-petrol.

To come to the rear of the engine, the Austin flywheel, clutch, and gear box are used; in fact, two gear boxes are available, a four-speed synchromesh unit for general use, and a special two-speed rescott box. The rear axle unit is basically Austin, utilizing a 4.9 to 1 crown basically Austin, utilizing a 4.9 to I crown wheel and pinion, but an ingenious step-down gear is fitted to lower the prop-shaft, and also permits the ratio to be easily varied. It seems a great pity that in future we shall not see the Lightweight Special at almost every sprint event, and I am sure that all enthusiasts will join me in hoping that it will be possible for it to be given an airing occasionally, even if only once a year.

I. A. C.

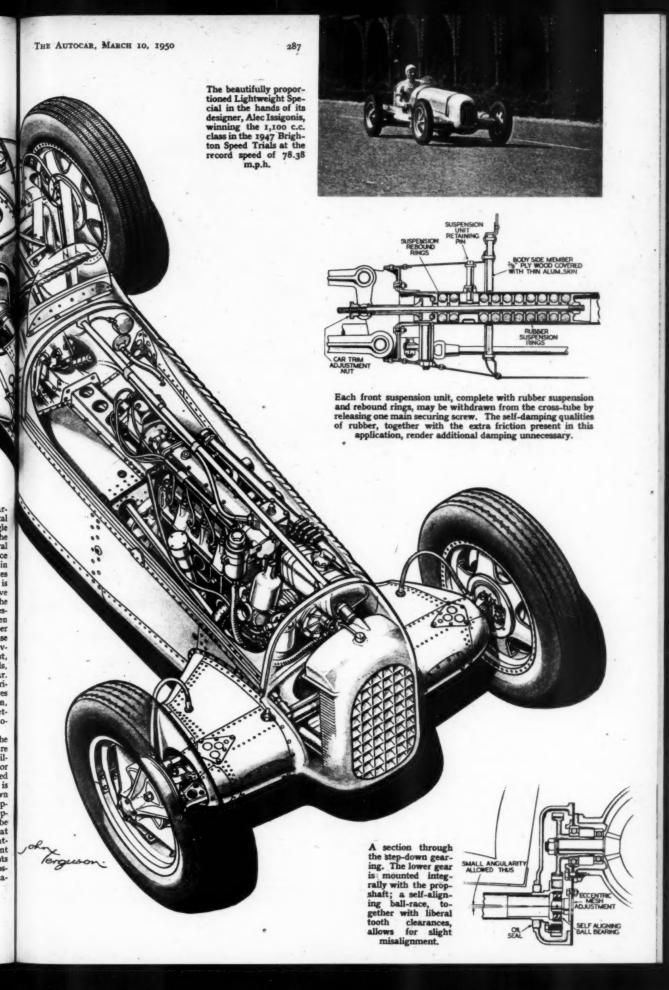


when it made a brief appearance at Prescott. Not too fortunate an appearance either, as Alec's partner in the project, J. M. P. ("George") Dowson, had the bad luck to run into the wooden guard rail at Orchard Corner, causing no little damage. Since the war the car has appeared on many occasions, in varying stages of development; in fact, two or three years ago it won its class at all the major sprint events with a regularity which was quite monotonous. It was primarily intended for sprint work, and has run in only one race (at Gransden Lodge in 1946) which, of course, it won. Unfortunately, the lack of spare time, which is a natural corollary of Alec's resistance in the outcombile present position in the automobile design hierarchy, has made it impos-sible for the car to be used much of late; last year, in fact, it appeared only once, at Weston-super-Mare, and there

seems no hope that it will appear much more frequently in the future.

The car is still, however, in many ways an example of the most modern practice, and the fact of its conception so long ago is an immense tribute to the

J. A. C.







Toledo climbs up steeply from the river. On the skyline are the cathedral and the ruins of

IBERIAN I

THROUGH THE PENINSULA TO GIBRALTAR AND BACK:

ORE threading our way through swarms of Spanish workmen returning to Spain after their day's work, and past many of the latest English cars leaving Gibraltar for an evening in Spain; more sheets from the carnet, and we were welcomed in clipped English by a policeman in the familiar blue uniform. But apart from the police and the hotel staff, none of the local inhabitants seemed to speak much English, which surprised us very much. The garage foreman was an exception to this rule. The car seemed to be none the worse for its experiences except for the gear box which, although it had given no sign of it, was nearly empty of oil. I had it filled up, and took some spare oil with me.

From Gibraltar we took the coast road to Cadiz, via Algeciras (with that lovely hotel, the Reina Christina, which is English owned and has such a marvellous garden) and Tarifa, the most southerly point of Spain. On the Mediterranean side there are cork forests and flocks of goats; on the Atlantic side everything opens out and one gets a lovely golden sandy beach and, to some extent, wide open spaces, providing a foretaste of the plains around Seville. The contrast is most noticeable. From the high ground around Tarifa we could see the coast of Morocco enshrouded in haze.

We did not go to Cadiz proper—it is a dead end though a very beautiful one and we wanted to have time to see

LAST WEEK MR. BOS-WELL DESCRIBED HIS JOURNEY DOWN THE WEST COAST OF SPAIN TO GIBRALTAR. HERE HE DESCRIBES THE REMAINDER OF THIS UNUSUAL RUN, THROUGH CENTRAL SPAIN, TO MADRID AND THE FRONTIER.



Alcazar.

INTERLUDE

PART 2 (Conclusion) . by Ian I. Boswell

some friends in Seville. So we went on to Jerez de la Frontera, a clean town doing much trade with Englandand the home of the bodegas, where sherry has been blended for generations. We visited one in the morning an unforgettable experience, a little more of which would surely have started us speaking fluent Spanish! We also met at the hotel a most courageous Englishman, with a (far from new) Austin Eight tourer who was stretching his f35 and that of his wife (we never met her, as she was ill) by primus cooking and every possible economy. If they should read this I would like them to know how much we admired their pluck and resource. The road from Jerez to Seville was one of the best we had struck; it went through fertile plains with the first large-scale cultivation we had seen, and many well-kept ranch houses. I looked for the famous bulls, but saw none which looked fierce enough for bull-fighting. Seville is the home of this sport, and our friends had a box reserved for the season, so there would have been no escape. We visited the Cathedral and the Alcazar and we climbed the Giralda, the minaret of the mosque, which stood where the cathedral now stands.

Cordoba cathedral at our next halt is surely the most remarkable church in the world—the over-elaborate choir and high altar of the Christian church is built in the middle of the graceful columns and arches which formed the old original Moorish mosque. Whichever way one looks



Basic housing: Between Carmona and Cordoba were seen these peasant huts of thatched straw.

there are beautiful vistas amongst the columns, but the guide, who was obviously a sincere admirer of Moorish art, pointed out two spots where the columns and the arches were to be seen to the best advantage. We stayed the night at the parador near Manzanares as the more convenient one at Bailen was full up. This is an excellent example of the Spanish Tourist Department's idea in building the paradores—there is no large town on the main road between Cordoba and Madrid (about 260 miles) and the paradores at Bailen and Manzanares fill a very real need for road travellers. The disadvantage of not staying at Bailen was that we had to cross a very wild though not particularly difficult pass (Puerto de Despenaperros) to get on to the Madrid plateau just when the light was beginning to fail. After an excellent night, and when I had dealt with the filters once again, we went on to Aranjuez where we had lunch in a restaurant near the river. There, for the first and last time on the whole trip, something did not agree with us after that meal.

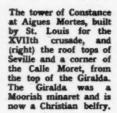
In Toledo the cathedral appears undamaged and its interior gives a great impression of height and worldly wealth. When a cardinal is buried in the cathedral, his hat is hung above his tomb, and surprisingly well preserved they all are. There is a black wooden figure of the Madonna in one of the chapels, but it was covered, being Lent. We had a wooden-legged English-speaking guide who delighted in taking us in LPP 811 through the very narrowest of streets, both to and from the cathedral, to the house of El Greco. We were inveigled against our will into one of the shops demonstrating and selling steel and the famous damascened articles. We left amid crowds of Sunday strollers.

The Astoria in Madrid is a nice hotel, but don't stay there if you are short of money; or sleep—unless your nerves are very strong. It is situated on an intersection where

Snow was lying on the Sierra de Ayllon as the Humber, with its second driver at the wheel, halted about 100 km north of Madrid.







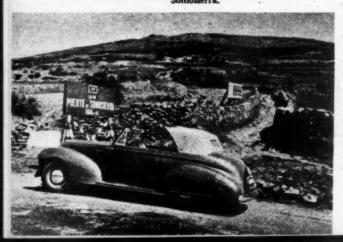


IBERIAN INTERLUDE

continued

lorries seem to pass at full throttle and they take care in Spain not to waste much of a diesel engine's power in the silencer. Madrid keeps late hours, and probably most of the hotels in the centre of the city are more or less noisy. We visited the Prado museum and also drove out the 30 miles or so to the north to the Escorial, the Royal Palace in the time of Philip II, although more like the monastery which it contained than a royal palace. Philip II was a very austere man and his palace sits on a spur at the foot of the Guadarrama mountains, but even the mountains cannot dwarf it and one soon spots it above the town as one approaches from Madrid. As I sat there watching the setting sun on the granite walls and slate roof of the palace towering above me, I felt more attracted to the place than I had whilst going round the interior, which is so enormous and involved that it is rather overwhelming. Next morning we left on route N1 for Burgos. We made a false start out of the city and had to retrace our steps in broiling sunshine and clouds of diesel exhaust. I can imagine that Madrid in the height of summer can be very trying—in fact a car tour in any part of Spain in July or August would be possible only if one restricted one's

The highest pass between Madrid and Burgos—the Puerto de



driving to early morning and late evening. NI is now, and apparently always has been, the best road in Spain; it is still being improved and having its corners straightened. This journey was the only one to interfere with the equanimity of the Humber's oil pressure, which was becoming distinctly low.

In the morning at Burgos, we were awakened by the bugles from the barracks opposite the hotel on the other side of the river, and were soon on our way to San Sebastian. The first portion of the road is uneventful except for railway crossings, but near San Sebastian one descends into a narrow gorge containing many factories, a river and a railway as well as the road. San Sebastian continued the contrast by being overwhelmingly hot and sticky and we longed to bathe in the beautifully symmetrical rollers which were coming in in the bay. Next day, feeling very like schoolboys near the end of the holidays, we packed up and drove the few miles to Irun and the Franco-Spanish border—the famous international bridge. I was very apprehensive about the formalities for leaving Spain, but we had hardly any cash left—it is forbidden to take pesetas into or out of the country—and we had more than fulfilled the requirements of spending a minimum of £1 per person per day. We were also lucky in arriving at lunchtime (two o'clock) when there was very little traffic, and the whole business took only three-quarters of an hour, including the French customs.

We had covered 1,900 miles since entering Spain fifteen days previously and our only regret was that we had had so little time in which to see so much. Miss Rose Macaulay, in her recent book Fabled Shore, describes her experiences of a very similar itinerary last summer, and it is most absorbing. She stayed at many small places—and sometimes slept in her car—along the coast and never met anything but courtesy. And she was travelling alone, at that. A final piece of advice to prospective visitors to Spain; make sure your car is in sound mechanical condition, or you will leave parts of it strewn all over Spain.

After returning through France we had covered just over 4,000 miles since leaving home 32 days previously, and with an overall average petrol consumption of 15.7 m.p.g.—not bad at all for a big car in such conditions.





Every masterpiece marks the attainment of its age, and endures as an inspiration and a challenge to posterity. This example is a portrait of the almost legendary Madame de Pompadour, by Francois Boucher (1703-1770) and is in the Victoria & Albert Museum.



ROLLS-ROYCE

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WITH AN EYE TO THE

FUTURE.

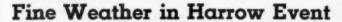
Motorists who remember the extellen

Motorists who remember the extellent quality and consistent reliability of pre-war CLEVELAND petrols keenly look forward to the return of branded motor spirit.

And when that day comes the younger generation will find a new pleasure in the smooth running and additional power which CLEVELAND petrols assure.



The passenger in the Price Special looks singularly apprehensive in this study of D. W. Price, the safety glass baron, on Woodcock Hill in the Moss Trophy Trial. Right: G. Pentony ascending Great Expectations in his innocent-looking Morris, the bonnet of which, however, conceals a Vauxhall Twelve engine.



FINE weather caused the Harrow C.C. Moss Trophy Trial to be less exacting than usual. From the start, at Beaconsfield, competitors tackled Seagraves Farm, followed by a brake test and the group of hills known as Price Special I, II and III. After lunch Great Expectations failed to live up to its name; nor did Halewood Hill and Rapid Rise give much trouble, but when competitors returned for their second onslaught on Seagraves Farm, it was found that a human chain of marshals with five-gallon drums had lubricated the surface to no small purpose and several unfortunates were caught out in consequence. Another special test was also included here for good measure, and competitors then returned to the finish at the Royal White Hart Hotel, Beaconsfield.

Mess Treety (best performance): Imhof Spl. 1,172
a (A. G. Imhof)
cution flow (best opposite class): H.R.G. 1,496
(S. O. E. Tett).
First-class awards: Ford 1,172 (V. S. A. Biggs).
Morris 1,42 (G. Fentony).
Second-class award:
Frice Spl. 3,922 (D. W. Frice).
17 entries, 3 non-clasters, 1 non-finisher.

NIGHT OUT FOR SPORTSMEN

THE Lagonda Car Club held their second annual night trial last Saturday, starting from the Lambert Arms, Aston Rowant, at 9.30 p.m., where an impressive array of modern and vintage machinery was assembled. Cars were started in groups of four at 15-minute intervals; the night was clear and fine with a little mist in the early hours of Sunday morning. Check points were of Sunday morning. Check points were of Sunday morning interest; at one, Kingston Assizes, all drivers were charged with motoring offences and fined accordingly, £10 being collected for the B.R.M. fund. The fuel consumption of crews at the finish, the King's Head, Beaconsfield, where competitors were arriving from 3 until 8 in the morning, was vast; in all 36 gallons of coffee were consumed.

in all 36 gallons of coffee were consumed.

Best perfermence: Ford Anglia (J. M. Bura).

Hants and Berks M.C.

Best perfermence is Ford Anglia (J. M. Bura).

Hants and Berks M.C.

Best perfermence by member of premoting chair:

Lagonda 44-litre (G. B. Elphintone).

First-class awards: Standard (J. R. L. Barrett).

Bentley 44-litre (B. Sedgwick). Alvis Silver Crest

(A. W. Beal). Lancia (D. Allen). Alvis (F. W. Will
cox). Lagonda 44-litre (G. S. Hohistone). Lagonda

(E. B. Durrell). M.O. 1½-litre (E. Brandon). Lancia

(R. Pulwer).

-and for a

Spring Picnic in the West of England

AS usual, the West of England M.C. Spring Car Trial was run in perfect weather—perfect, that is for the competitors, but not the organizers, as most of the hills were too dry to be really difficult. First came Simms, with the starting line arranged higher than usual; here L. R. Gear, L. J. Tolman and G. S. Scali, all with Ford Ten-engined specials, were particularly good, the last named making an exceptionally fast climb. Next came Broadway, which had not been used in car trials since 1937; it starts in a sea of mud and retains a glutinous surface for its whole length. Although F. P. Radford's Dellow failed high up, there were five clean climbs.

The last hill, The Loop, did not live up to its reputation of last year when only one clean climb was registered, and presented little difficulty. After tea, at the Peamore House Hotel, a successful Brain's Trust was held before the announcement of the results.

announcement of the results.

ESSULTS

1.086 (W. A. Cleave), 0 marks lost serfermense): Morris

1.096 (W. A. Cleave), 0 marks lost by a visiter):

M.G.C. Cup (heet perfermence by a visiter):

Pord Spl. 1,172 (H. Sinclair-Sweener), 0.

West of Engiand Terkare (Seet perfermence by a visiter):

1.192 (a. Meakin-Oross 990 (D. J. Hase), 0: 2,496

a. Scall Spl. 1,172 (G. S. Scall), 0; over 2,496 c. a.

Allard S.91 (H. C. Roberts), 15. First-class awards:

Whiteford 1,172 (J. T. Spare), 0; Ford Spl. 1,172

(J. J. Whitefield), 10; Fraser-Nash-B.M. V. 1,911

(E. Ellis), 10; Riley Spl. 1,087 (B. Pitawater), 10.

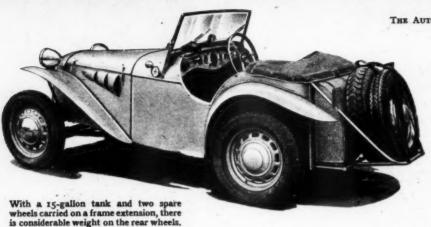
Knill Team Yreshy.—Tolman, Whitefield and Pitawater, 20 marks lost.

Se contres, 2 non-farters.

E. B. Durrell with his well-preserved 16-80 Lagonda at the start of the slow hillclimb at Fingest.







DELLOW PLANS

URING the last three years the name Dellow has appeared in the list of trials awards with considerable frequency. It is not necessary to include here the lengthy list of successes, but the trials enthusiasts will know many of them; it includes 15 best performances and 32 first-class awards.

The first Dellow cars, to the number The first Dellow cars, to the number of a dozen or so, were rebuilt from Ford Tens which were provided by "the customers." Now, however, arrangements have been made by Dellow Motors, Ltd., Alvechurch, near Birmingham, to build them from new components supplied by the Ford Motor Company, and it is hoped that fifty will be completed this year. The name Dellow is derived from the names of two well-known trials drivers, K. C. Delingpole and R. B. Lowe, directors of the correctors of the correctors.

Power unit, transmission, and front and rear axles are Ford Ten units, mounted in a tubular chassis frame which is remarkable for its combination of rigidity and lightness. It consists of two rigidity and lightness. It consists of two steel tubes of 2½ in diameter, inclined to-gether at the front, where they are welded to a stout vertical plate. Amid-ships is a tubular cross-member of the same diameter, welded in, so that the frame forms a letter A.

To the legs of the A are welded extension tubes of 11in diameter, which are upswept over the back axle to carry the rear of the body. On the vertical front plate is a strong bracket which forms the attachment for the transverse half-elliptic front spring, the ends of which are shackled to the axle beam. Rear springs are quarter-elliptic, and are secured within the ends of the main tubular frame members, by means of light alloy packing pieces and U-bolts, and by a bolt passing through the tube and the spring. The ends of the quarter-elliptics are

Shackled to the rear axle casing. Hart-ford friction shock absorbers are fitted. Welded to the main tubes at a point towards the rear of the engine is a deep U-shaped cross-member which carries the ball joint for the front axle radius rods. The forward engine mountings, carried on the main tubes, are of standard Ford pattern, and are secured to a special bracket bolted to the front of the engine. Twin rear mountings are located on the main cross-tube. The engine is standard except for turned valve guides and double

Terry aero valve springs.

A pressurized radiator block is used, mounted on a cross-member at the apex of the A frame, and the four-bladed fan is cut down somewhat. The dynamo is mounted on a bracket on the right side of the engine, in order to reduce the overall height of the bonnet.

The Ford propeller-shaft and torque tube are shortened by about 2ft. Burman steering gear is fitted, with a 16 in dia-

SUCCESSFUL TRIALS SPECIAL NOW GOING INTO REGULAR PRODUCTION

meter Bluemel spring-spoked steering wheel, and a lengthened drop arm gives quick action. Brakes are ingeniously arranged as regards actuation; the pedal applies all four, but the outside hand lever applies the rear brakes only if pulled back, or the front brakes only if pushed forward, this being simply

effected by cable operation.

Wheelbase is only 7ft, and the track is the standard 3ft 9in of the Ford. Steel is the standard 3rt oin of the roru. Steam wheels carry 5.50 x 16in India tyres at the rear and 4.50 x 17in at the front. For export both front and rear wheels are of 16in diameter. The weight is approximately 12 cwt and, obviously, care has been taken to get an adequate proportion on the rear wheels in the interests of adhesion. Thus the rear tank has a capacity of 15 gallons and the tubular spare wheel

of 15 gailons and the tubular space wheel carrier provides for two spares.

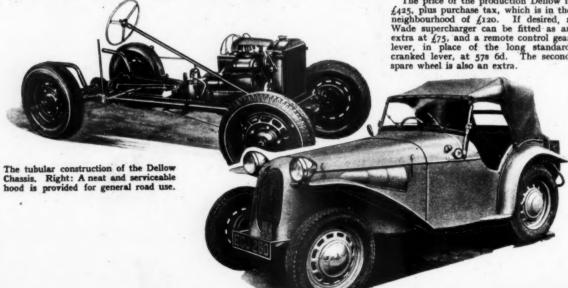
The body, by Radpanels of Kidderminster, is of light alloy on a tubular steel framework. A folding hood is included; the screen is of single-panel type to fold forward, and a neat tonneau cover is provided. The bonnet is a single panel secured by two spring clips at each side, and can be lifted off.

and can be lifted off.

Electrical equipment is 6-volt, the 60-ampère-hour Exide battery being carried in a cradle at the rear. Head, side and tail lamps, competition number plates, and a simple facia with speedometer, thermometer, oil pressure gauge and ammeter are standard.

The rice of the production Pollow is

The price of the production Dellow is £425, plus purchase tax, which is in the neighbourhood of £120. If desired, a Wade supercharger can be fitted as an extra at £75, and a remote control gear lever, in place of the long standard cranked lever, at 578 6d. The second spare wheel is also an extra.





Unequalled in strength, durability and performance, the 'Fort' is the culmination of unrivalled experience in tyre manufacture.

DUNLOP FORT

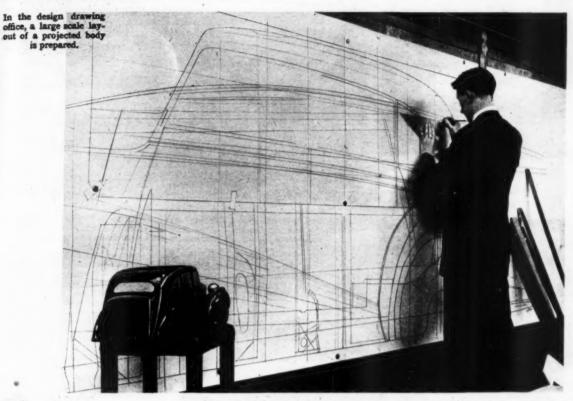
In a Class by Itself



Behind the BP trade-mark are all the resources of

ANGLO-IRANIAN OIL COMPANY LTD.,

one of the world's greatest producers of petroleum. When brands return this will guarantee the quality of BP petrol.



Wood to Steel

PARK WARD SPECIALIST BODY METHODS MAKE FOR STRENGTH AND LIGHTNESS High-class coachbuilding is a craft with which most, of us associate wood and devotion, in about equal proportions. Nevertheless, Park Ward, Ltd., the North London firm who make many of the quality bodies that grace Rolls-Royce and Bentley cars, have for many years used a system of metal construction. It was introduced for the first time in the 1930s and not, as might be imagined, with future difficulties in the supply of good wood in mind, but for the purely engineering considerations of strength and lightness.

The decision was well justified by results, and now the few wood bodies that are made by Park Ward are for prototype designs. Tooling at present is for the production of the Rolls-Royce sports saloon and limousine, on the Silver Wraith chassis, and the Bentley fixed-

head coupé with long-flow wings. The drop-head Bentley coupé with both long-and short-flow wings is also made. It is encouraging to see that economic conditions still permit the manufacture of these individually built bodies.

The works of Park Ward reveal what lies behind the Earls Court "look" and also what is responsible for the silent and

The works of Park Ward reveal what lies behind the Earls Court "look" and also what is responsible for the silent and smooth riding that the quantity-built car, however perfect it may be mechanically, does not achieve. This peculiar collaboration, which permits the chassis of one firm to be united with the lines and styling of another, is something unusual in the world of motoring, and the result of a distinctively native evolutionary process.

Not the least interesting part of the works is the design office where the new styles are evolved. Here the moulding and progress of traditional styles, each bearing a strong relationship to the last—a progress that is behind the family resemblance of English quality cars—may be seen in action. The passage from drawing to assembly, without mystery for the production engineer, is revealing to those whose acquaintance with quality bodywork has been mainly from the exterior. The present system of individually made steel framework and aluminium skin, as used by Park Ward, must approach the ideal for strength and riding qualities.

Steel construction suggests, perhaps, the use of quantity production methods,

Steel construction suggests, perhaps, the use of quantity production methods, and standardization. The Park Ward bodies are made by a method which can only be described as the transference of wood methods to metal. The frame is made in the same detailed way, with pre-



Metal frames for bodies are assembled on Bentley chassis.

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Wood to Steel



Seat cushions and squabs are handmade from real hide. This craftsman is stitching a piped edge. Below: Forming a left side front wing from light alloy sheet in the panel shop.





In the final assembly shop a Bentley coupé acquires doors, wings, head lamps and other parts and components. In the smaller picture (top left) is a corner of the shop where the wooden patterns are made with the utmost accuracy.

paration of the separate members before they are erected into a complete structure. The basis of the system is the box section, and all principal parts, bottom sides, screen and door pillars and luggage locker details are made on the same principle. The box, of age-old importance in engineering, obtains its strength in that the main areas of metal are in the plane of the stresses, giving great rigidity. In practice not more than two separate pieces are used for the sides of the box, pressed to form a channelled section. The final joining is by spot welding reinforced by rivets. Wide areas of contact are used, to ensure freedom from the "parallelograming" distortion to which box sections are liable. The members, of, usually, 20-gauge carbon steel, are formed in two large presses, or by handbeating on jigs. The final joining of the detail parts to form the frame structure is done by brazing.

Craftsmanship

Preparation of the detail parts provides scope for some interchangeability, to lessen the difficulties of making considerable numbers of quality bodies. The front and rear wings and scuttles on the Bentley fixed and drop-head coupés and on the Rolls-Royce sports saloon, are formed from identical parts. It is possible to use the same door pillars with an altered position on different designs. Two things stand out from an inspection of the factory, one the high degree of handwork in the making of the bodies, and the other the evident satisfaction of the craftsmen who do the work. It is not difficult to draw the right conclusions.

Assembly line methods are not fully applicable to these processes, but the individual assemblies make an orderly progress through the various shops. The dies for the pressings are, many of them, formed in the firm's own toolroom. This self-contained economy is a most noticeable feature. The detail parts go to the frame assembly, where the body first begins to take shape. The bottom-side members, highly rigid box-section beams, are rubber-mounted to the chassis lugs; thus the frame is not in metal-to-metal contact with the chassis. Pillars for the screen and doors, and the curved scuttles for bonnet and locker, are brazed and bolted in position.

The panel shop is the next stage, where the aluminium skin is formed and fitted. Little of this is done by automatic methods; most of the parts are formed by hand-rolling or beating, or they may be formed in position on the frame. The car is first assembled at the mounting station, and wings and doors are fitted. Painting begins at the next stage, with several coats of filler and colour. Fitting of interior woodwork and upholstery follows. A road test and inspection—the first of several—follow for the elimination of a possible elusive squeak before the last coat of colour is applied.

or a possible elusive squeak before the last coat of colour is applied.

All the interior details such as carpets, woodwork dados and companions are individually made at the factory. Humidity treatment is applied to the fillets and other wood parts by the use of a special oven. The materials for facias and fillets are various, among them mahogany, burr walnut and veneers of the particularly beautiful Coromandel wood. Each fillet is made, matched for grain and polished individually. To some extent the deeper and glossier—but often not so well-preferred—cellulose finish has replaced French polishing. Upholstery varies to customers' requirements, and is made from real hides in the upholstery section. Fillings for shoulderings and fluting are stitched in position. Dunlopillo, that incredible inspiration of the rubber technologist, is used for some of the fillings.

Interiors

The painting is a considerable process, with many coats of filler, which are stoned down laboriously by hand before the final coats are applied. These are treated with buffs and wax polishing for the ultimate lustre. Special interior colours and piping may be had to customers' requirements, but generally light shades predominate for the leather; blue or grey, with darker piping, and with the familiar piped "rising sun" pattern for the door interior sides. A double fine line, at the lower window level of the exterior at each side of the chromium moulding is a feature of Park Ward bodies.

Coachwork made on the above principles is a rarity in a world sold to the monotony of quantity production. Although production line progress is used to some extent, each unit has a large amount of individual attention, and is a separate entity when complete. It will be an unfortunate day for British industry if the necessity for such workmanship is drop-stamped out of existence.

J. F. H.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECES. SARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.I.

IGNITION TIMING

Fixed Ignition a "Lazy Man's Way"

[62540.]—In reply to letter [62501] it is normal test bed practice during the development of an engine to construct a family of ignition advance curves, by determining the optimum advance positions for various series of loads and speeds. From this information the characteristics of the auto-advance system aré determined. With a normal petrol engine, optimum advance increases with increased speed, but decreases with increased load, for fairly obvious reasons; hence the combination of a speed-sensitive device (flyweights), with a load-sensitive device (manifold depression).

depression).

Fixed ignition is a lazy man's way of driving, and is remarkably inefficient, as even the fitting of a hand control in earlier years would seem to indicate.

As regards letter [62504], Mr. Alan Currie has not yet reached the peak performance of a 1927 Austin Seven, as with a little attention to the engine he should attain 60 m.p.h. and 55 m.p.g. (admittedly pre-war petrol!).

KENNETH A. G. WOODBINE,

KENNETH A. G. WOODBINE, A.M.I.Mech.E., M.S.A.E. Broadstairs, Kent.

When the Automatic Fights the Hand

[62541.]—Taking up the bait offered by Mr. Cecil Cox [62501] I am not a test-bencher but have had manual ignition controls on most vehicles acquired over the last 25 years and would not run without this fitment.

I certainly do not believe that centrifugal control is adequate for all the phases of advance called for on the road, and even when supplemented by a vacuum device it is far from perfect, but no doubt either or both are good enough for the family saloon with its "effortless" driving claims.

If Mr. Cox uses his hand control in conjunction with any existing automatic device he will get the poor response he describes—"order" by his hand control, "counter order" by the automatic governor and "disorder" in the combustion chamber.

The bob-weights in the distributor should be locked by

The bob-weights in the distributor should be locked by extending the springs to the most distant holes in the toggles and any suction system suitably muzzled.

Control will then be found so sensitive that a degree of advance giving slight roughness at the tick-over can be used with corresponding silkiness at cruising speeds.

Pinking should occur when accelerating in top gear at anything below 35 m.p.h. otherwise the top end of the range will be "flat."

be "flat."

The hand lever should always be retarded slightly for pulling and slow running. I obtained 3 m.p.g. increase by converting my present car.

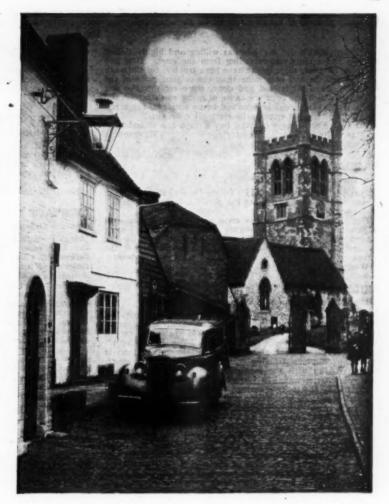
Leeds.

J. L. Hurry.

PRE-WAR DESIGN

Modern Cars Preferred

[62542.]—I feel I must jump into print in defence of the modern car; it has its faults, no doubt—what hasn't?—but as the father of three children who does occasionally carry an extra passenger, I find the bench seat and steering column gear change of the utmost value; the inter-axle seating, I am told



An unspoilt corner of Farnham, Surrey, where the church looks over an old cobbled street.

CORRESPONDENCE

by my rear-seat passengers, is most comfortable and gives plenty of luggage space, which, for a family holiday, is most useful, and means that bits and pieces of luggage do not have to be tacked on all over the car. One criticism only—do let us have the sunshine roof back.

Edgware, Middlesex.

REBUILDS

Not Worth it for 1935 Models ?

[62543.]—As an ancient admirer of The Scribe I cannot but deplore his comment on a firm's disinclination to recondition a 1935 car (February 3). My sympathies are with the firm concerned, for I have recently had such a job done myself and can say quite definitely that, apart from any sentimental attachment for the vehicle, it really is not worth while.

No reliable estimate can be given before dismantling. After

No reliable estimate can be given before dismantling. After 15 years' running actual inspection and the removal of dirt may reveal unsuspected wear, making it desirable to replace components which are outwardly sound. Necessary removal of rusted-on components for reconditioning may run up a heavy bill in man-hours. While the genius for improvisation may serve well when a part is wholly unobtainable, it is no real substitute for the proper part if such is still being manufactured and one is tempted to wait and wait until the makers produce it—after many excuses and broken promises.

continued

CORRESPONDENCE

The firm which did my job was willing and highly skilled id we had a clear understanding from the start. If it had and we had a clear understanding from the start. If it had not been for that, there might have been trouble, for the work took 18 months and cost more than the original price of the took 18 months and cost more than the original price of the car; and, when all is said and done, there remains the risk of fatigue which has been the cause of many recent accidents, while, if the car should be involved in an accident, the interminable waiting for spares will start all over again.

Far better sell a 1935 car and buy a 1939 one second-hand (and recondition that if necessary).

Centaur.

Reading.

RACING FILMS

Dicy Cornering on the Screen

[62544.]—I agree with Mr. J. B. Wilson [62481] that mounting a cine camera on a competing car would help future "aces" to learn their stuff.

But I remember seeing this on a newsreel some time ago.

A camera was fixed to the scuttle of an E.R.A. and I must confess that it was rather alarming, for every time the car cornered a quick succession of blurs and flashes crossed the screen.

J. L. Gordon.

Worcester.

MULTIPLE OFFENCES

"School Cert." Standards at Woking?

[62545.]—Mr. H. May's letter [62517] seemed, quite rightly, rather bitter with references to the underhand behaviour of the Wiltshire police and the trouble over the unlit car in Woking. His reference to the film "The Blue Lamp" woking. His reference to the film "The Blue Lamp" prompts me to say that, according to my information, there is in Woking a police training school, the graduates of which patrol Woking with the enthusiasm to be expected of any new volunteer recruit. In London, however, the police seem to be taking the more reasonable view of leaving alone any car parked under a street lamp with its lights off. The sooner the law is chapped on this point, the better placed will both the law is changed on this point, the better pleased will both police and public be.

In America the police have taken up the attitude that if the motorist gets caught speeding, it serves him right, as he gets all the warning they could possibly give him. The police car itself is brightly coloured in yellow and black or white and black, whilst there are notices at the side of the road stating that a certain section of the highway is permanently patrolled. In England it seems that the police have decided that the most furtive form of trap is to be encouraged in order to J. K. MONEY. catch motorists speeding.

Chobham, Surrey.

Reminiscent of the Bad Old Days

[62546.]—I heartily endorse Mr. H. May's letter [62517] in connection with prosecutions for quite trivial "offences" and then elaborating one possibly fair summons into several with the spiteful intention of increasing the number of endorsements for a single offence.

I once received two summonses on account of my tail lamp having gone out, one for no red light astern and the other for failing to have the rear number plate illuminated; however, won the case on a technical legal point and so suffered no

double endorsement.

I think it was Dickens who said "The law is an ass," and I think it was Dickens who said "The law is an ass," and how right he was. On another occasion, in the days of the 20 m.p.h. speed limit, my partner and I were both had up for "exceeding" on the same day; his offence was 30 m.p.h. in High Street, Kensington, and he was fined ten bob; mine was 26 m.p.h. in the open country and I was fined £5, the number of previous convictions being in my favour. It just ROLLS-ROYSTERER. does not make sense. Holmwood, Surrey.

FLAT SPOTS

One More Flue that Needs a Brush

[62547.]—May I congratulate you on your new featur Readers' Service, which adds to your Service, which adds to your prestige as the pre-

dominant motoring journal?

I note "W. H. W." is having trouble with a flat spot in acceleration with his 1947 Standard Eight. May I suggest that he has another go at cleaning out the Solex carburettor, this time cleaning out the tiny hole and passage adjacent to

the pilot jet orifice which leads into the throat of the carburettor near the lip of the throttle valve?

This hole carries the mixture from where the pilot jet cuts out and the main jet starts to function, and if obstructed results CECIL COX. in the flat spot described.

Warwick.

GERMANY TODAY

Revealing Article for Britain

[62548.]—If only copies of "Production is Their Wealth" (February 3) and similar articles could be distributed throughout the land instead of the political propaganda to which we are subject, we might realise our economic danger before it is too late.

J. M. Saxby. is too late. North Harrow, Middlesex.

"VINTAGE"

American Definition of the Term

[62549.]—Referring to letters [62358] and [62382] regarding the Americans' view towards U.S. vintage automobiles, I believe that a little light should be thrown on the subject. The majority of Americans look upon a car as "vintage" if the manufacturer has not been in business for at least twelve years, because at that time spares are difficult to obtain and most have to be custom-machined. For example: Auburn, Cord, Duesenberg, Marmon and Pierce Arrow can now be associated with the vintage class. On the other hand, Eords, Chevrolets. with the vintage class. On the other hand, Fords, Chevrolets, Dodge, Buick, and so on, do not really become vintage cars unless they were manufactured before 1925, as parts are still available for these cars.

It is seldom that you will see automobiles of more than fifteen years of age on the highways, as Americans are not prone to hold and cherish automobiles.

I have been reading your publication for the past three years, and must say that for a real live-wire automobile journal *The Autocar* rates above all the other four that I purchase.

Winfield Park, New Jersey, U.S.A.

C. W. HARRIS.

MARGINAL MOTORING

Lower Income Groups Left Out

[62550.]-I have read with great interest the several articles and letters which have appeared in your columns on the subject of marginal motoring, and I should like to add my own views

of marginal motoring, and I should have to add my own views to those already put forward.

First, consider the changes that have taken place in the automobile industry as a result of post-war conditions. In 1939 we had considerably more models listed than at present, and although each manufacturer's model was often found to have its counterpart in other manufacturer's ranges, there were, in fact, cars available from some £120 upwards to suit most needs. In the very commendable effort to standardize,

most needs. In the very continuous that the specialize and simplify, this range has been sharply curtailed.

We have now a number of alternative popular cars, all in large volume production, in the 1\(\frac{1}{2}\)-lite, \(\frac{f}{2}\)oo-\(\frac{f}{2}\)oo bracket, which are, we are told, intended to capture world markets. Beyond this, there are progressively more expensive cars, fulfilling most needs, right up to the most luxurious and expensive cars in the world. This state of affairs does seem to have left right out the lower income groups, who at the present time have not the slightest hope of ever owning a car.

I would suggest that there is a need, both in export and

home markets, for a car to fulfil the basic needs of personal transport with real economy—at least 60 miles per gallon. If this vehicle is to be produced for a low initial cost it must be kept light in weight, restricted in passenger space to either two-three seats or at most an occasional four-seater, must be provided with only essential equipment and must be produced in large quantities. It could be made pleasing in appearance, since styling is not necessarily expensive, and of reasonable performance, if given 30 b.h.p. per ton and a good aerodynamic

It has been said that official quarters do not favour a greatly increased motoring community for various reasons, but there seems to be little evidence that opposition would be offeredprovided that export values were maintained, and surely there is a world market for an economy car in quantities at least as arge as those envisaged for the current" 2-litre export model."

It would be most interesting to know the results of the world market research which has no doubt taken place during ecent years, since there would appear to be this great potential temand throughout the lower income groups of the world.

Meet the new T.D. SERIES



-a "plus" version of a world-wide success



Here are some of the new features which give the new Midget greater comfort and easier handling: a wider body, sturdier general construction, wishbone-type coil spring independent front suspension, piston-type shock absorbers, and the latest Lockheed braking system. New optional extras include: concealed Radio (built into glove box), chrome plated luggage rack, twin spare wheel carrier, and 6" rear tyres and wheels.

New Features include

* Independent front wheel * Improved suspension * Wider body braking Sturdier general construction

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TOM GARNER LED

1948 ALVIS 14 h.p. Drophead Coupe, black, beige leather, 11,000 miles.

1948 AUSTIN 16 h.p. Saloon, navy blue, brown leather, 8,000 miles.

1949 AUSTIN A.40 Devon Saloon, grey, beige leather, 2,000 miles.

1948 AUSTIN A.40 Dorset Saloon, fawn, beige leather, 6,000 miles.

1948 DAIMLER 21-litre Drophead Coupe, grey, red leather, 3,000 miles.

1948 Mark III HILLMAN Minx 10 h.p. Saloon, fawn, fawn cloth and red leather, 5,000 miles.

1948 HUMBER Hawk 14 h.p. Saloon, granite grey, grey cloth, 7,000 miles.

1948 HUMBER Snipe 18 h.p. Saloon, steel grey, grey cloth, 3,000 miles.

1949 **HUMBER** Super Snipe 27 h.p. Mark II Saloon; steel grey, grey cloth, 2,000 miles.

1949 HUMBER Pullman 27 h.p. Mark II limousine, black, fawn cloth and black leather, radio, 500 miles only.

1949 JOWETT Javelin 11-litre Saloon, black, red leather, 6,000 miles.

1948 JAGUAR 3½-litre Drophead Coupe, suede green, green leather, 2,000 miles.

1948 JAGUAR 1½-litre S.E. Saloon, black, brown leather, 4,000 miles.

1948 M.G. 14-litre Saloon, duo-green, beige leather, 7,000 miles.

1948 MORRIS 'Oxford' Saloon, green, beige leather, 2,000 miles.

1948 RILEY 2½-litre Saloon, green, green leather, 3,000 miles.

1948 RILEY 14-litre Saloon, maroon brown leather, 6,000 miles.

1949 ROVER '75' Saloon, black, suede green leather, 6,000 miles.

1949 STANDARD 'Vanguard' Saloon, green, maroon leather, 8,000 miles.

1948 SUNBEAM-TALBOT '80 ' Saloon, gunmetal grey, grey leather, 7,000 miles.

1948 SUNBEAM-TALBOT '90' Saloon, gunmetal grey, grey leather, 7,000 miles.

1949 TRIUMPH *2000 ' Roadster, metallic green, red leather, 3,000 miles.

1948 TRIUMPH '1800' R.E. Saloon, gunmetal grey, grey leather, 2,000 miles.

1949 VAUXHALL 18 h.p. 'Velox' Saloon, alpine green, fawn cloth, 9,000 miles.

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CORRESPONDENCE

continued

which we in Britain make no effort to fulfil. If this is proved and recognized by some manufacturer I should feel much more hopeful of seeing marginal motoring becoming an accomplished A. S. LAMBURN, G.I.Mech.E., M.S.A.E. fact in the future.

London, W.4.

MIRRORS

Effort of Accommodation Required

[62551.]—The doctor [62489] forgets the Law of Reflection, viz., that, among other things, "the image is the same distance behind the mirror as the object is in front."

Thus, taking my own car, a Singer 1500, when perceiving another car, say 6ft behind, the driver uses less than dioptre of accommodation. If an outside mirror is used, about dioptre would be used. Yet every day, whenever a book or paper is read, approximately 3 dioptres are used.

Kenton, Middlesex.

D. J. MYALL, Optician.

Other readers who have written to make this point are

thanked for their letters .- ED.]

WINTER STARTING

Inlet Passage Condensation to Blame?

[62552.]-Regarding your editorial remarks on winter starting (February 10), I have been running a twin-carburettor model for the first time and find that, given a 12-volt battery pressure and small-capacity engine, a start on the coldest morning (after a month's standing) is immediate, provided that the front car-burettor is flooded. In summer, even this is unnecessary.

For a small engine, at all events, this indicates that the condensation is mainly in the inlet pipe, so, with the shorter fuel passage, this becomes negligible. It seems to me a sound practice to fit twin carburettors (which do not mean increased consumption since these are half-size), and one can be adjusted at low float-chamber level to come in full at about 30 m.p.h., as on my M.G. Midget, having the effect of a supercharger when the revs are wanted on hills and fast levels.

Leeds, 6. C. W. MARSHALL.

DRIVER MILEAGE

Which R.-R. Chauffeur Holds the Record ?

[62553.]—As a regular reader of The Autocar over many years, 1025.3.]—As a regular reader of *The Autocar* over many years, it was with great pleasure and interest that I read "Private Chauffeur's" letter [62368]. I note, however, with regret that he failed to include his mileage. I am also the proud owner of an R.-R. certificate dating back to 1921 and my checked mileage up to date shows 171,006, on several R.-R. cars, of course, all in private service.

I also am driving a Phantom III and think they are wonderful. ANOTHER PRIVATE CHAUFFEUR.

Churt, Surrey.

MODERN DILEMMA

Viewpoint of the Council of Industrial Design

[62554.]—The article "Time to Take Stock" in *The Autocar* of February 10, comes at a particularly appropriate time. The world at large, and in particular the British motorist, representative of probably the most highly educated motoring community in the world, is speculating on what new steps the British manufacturer will take to revive a common stage attitude towards design and whether our once presense attitude towards design, and whether our once pre-dominant characteristic of individuality, which in the past gave us the lead in so many fields, will ever again be allowed

That the policy of emulating American trends in appearance design is unsound is a view now being openly expressed, not only by our leading technical journals and designers in the industry, but also by the overseas buyer himself.

When aiming at sound fundamental design, no engineer

would engage in ultra-styling fashions, for they are as pointless as pseudo-period architecture. The validity of adopting sound design policy is borne out by the success overseas of certain British sports cars, and by products of our manufacturers in other fields. We should not expect to compete with the American car on its own ground, since conditions of production are so different, but rather should we attempt to achieve that individuality which the overseas customer expects when buying a foreign car. We should at the same time incorporate those

refinements so greatly appreciated abroad.

Individuality must, however, take second place to other

more important design factors. Good "contemporary" design in the car cannot be guided by national characteristics, since, as stated in your article, "logically, industrial design ideals must be roughly the same in all countries, being influenced only slightly by local conditions." This does not necessarily mean that all products will look alike; the question of what is good or what is bad design can be settled only by reference to certain exthetic standard which are neither fully. reference to certain æsthetic standards which are neither fully formulated nor universally accepted, but we could profitably return to some of the standards of the so-called "traditional" British car, where function was the first consideration. Since the war we have sacrificed much of the comfort of the driver and passenger to achieve an appearance dictated by the over-seas product, which is several feet longer.

Shortly after taking over the directorship of the Council I wrote to your journal on December 12, 1947, and said: "It would be of great interest to hear whether the motor industry is of the opinion that the excellent standard of body design of some British cars before the war should be developed or that it should be scrapped in favour of styling from America, which is rarely good design in any real sense at all. Design cannot be static—indeed it would die should it become so but I do beg your great industry to take stock at this moment, and then to act with courage. Real standards are important.

as a rule, fundamentally wrong, and so cannot achieve high standards. So why follow them?"

As I have lost no opportunity of stating this point of view at frequent intervals since then, and as it is now widely accepted, I take it rather hard that you should suggest that "the Council of Industrial Design may ultimately have to bear a great deal of the blame for the Americanization of British products." GORDON RUSSELL

And I submit that American methods of designing cars are,

London, S.W.I. Director, Council of Industrial Design.

[Our statement was made on the assumption that industrial designers all over the world were designing to ideals which, of course, would be common. We are glad to learn that this state of "perfection" has not yet been reached, but feel that it must come eventually if ideals are once formulated and accepted.—ED.]

HARD A' PORT, THERE

Sea Rules for Safety!

[62555.]—I have just read Ken Ford's most interesting article "Sea Rules for Safety" (February 24). Far be it from me to assault verbally my betters (and probably elders), but it does seem to me that the most important point of the lot has been missed: I quote Article 29:-

"Nothing in these rules shall exonerate any vessel, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case."

Which means, as I see it, that no one may bang into any-Which means, as I see R, that body, even if he has the right of way.

Which is quite a point.

J. L. HAYNES, A.I.R.T.E.

Which is quite a point. Worton, Wiltshire.

LIFFE

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THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M. I. Mech. E., M.S.A.E.

THE OLD CANARDS ARE STILL CROPPING UP

motor sport generally, is always noted as being among those sports which are least affected by "dirty work" of one kind and another. This is probably because the monetary prizes are comparatively small and, in consequence, the game does not attract the peculiar type of individual who infests various other kinds of competition. I have never heard of anyone doping a driver, and those occasions on which it has even been suggested that a car has been "nobbled" before an event are so few that they can be disregarded.

It is all the more a pity, therefore, that there are always some people ready to suggest, usually by innuendo in an undertone in the corner of a bar, that any one person's particularly outstanding success or successes are owed to some chicanery on his part. They can never prove it, of course, but nevertheless, old boy, they know. For instance, at the moment, there seems to be a persistent rumour afoot that the success of one of our better-known trials exponents is because his car has a self-locking "diff," which by cunning (and unspecified) methods he conceals from the scrutineers. Well, if anyone really has genuine suspicions on that score, let him put down his pound note and make a written protest to the stewards of whichever trial it happens to be, and then the matter can be settled once and for all; but do let us keep all these things above the level of the whispering campaign.

EVERYONE is eagerly speculating upon the probable date and venue for the first competition appearance of the B.R.M. Unfortunately, no statement

with any authoritative reference to this subject has yet been made by those responsible, but the Trust have now issued what might be described as an interim statement, in which they make it plain that the B.R.M. will not compete in a race until those responsible are quite sure of the car's readiness and suitability. Emphasis is also laid upon the necessity of accustoming a driver, or drivers, to the car, not only for racing purposes, but also to confirm the correctness of the handling qualities of the machine under near-racing conditions.

All this, reading between the lines, makes the prospect of seeing the car at Silverstone in May seem rather gloomy; however, there can be no question as to the correctness of the policy of getting the car right before it is raced, whatever criticisms may be levelled at the sponsors concerning the total time taken over the car's design and development.

It is good to see, meanwhile, that a team manager has now been appointed to get together the necessary organization; he is Mr. J B. Emmott, of the Lockheed company, who will be remembered as having had a good deal to do with the Multi-Union immediately before the war.

THE Bentley Drivers Club's Eastbourne Rally will be held again this year on the promenade at Eastbourne, the event to comprise a series of driving tests in the morning and afternoon of Saturday, April 1. Cars of the following makes, driven by members of their appropriate clubs, are eligible for entry: Aston Martin, Lancia, Lagonda and, of course, Bentley, together with members of the Metropolitan Police Driving School driving cars of any make approved by the organizers, and members of the Frazer-Nash section of the Vintage S.C.C. driving chain-driven Frazer-Nashes. Competitors will gather at the official car park, Devonshire Place, Eastbourne, at 10.30 a.m. for the start; the afternoon's tests will start at

The supercharged Ford Ten-engined Imhof Special, here seen in one of the special tests, with which A. G. Imhof won the Moss Trophy Trial last Sunday.

2.30 p.m. Entry fee is £1 128 6d and closing date for entries March 15. Enquiries to Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Buckinghamshire.

Tomorrow sees one of the year's classic trials, the Sunbac Colmore Trophy, which starts from Prescott at 10 o'clock and will be run over a 40-mile course in the Cotswolds. After the finish at Shipston-on-Stour, the British Trials Drivers' Association are holding a small party at the George Hotel at 6.30 p.m., at which the awards will be presented for their 1949 season. These will include the B.T.D.A. Star to J. Clegg, the award for the runner-up to W. Waring, and the awards to the driver and passenger who, as members, 1 at up the best performance in the Monte Carlo Rally, which go to Sydney Allard and Guy Warburton.

WHEN the Hagley and District L.C.C. holds its annual dinner, the members and guests do not suffer from inhibitions, and the evening becomes definitely "an occasion." Last Friday there were about 150 at the Queen Mary Ballroom, at Dudley Zoo, with the club president, Mr. G. T. I. Taylor, in the chair. Speeches by Murray Austin, the chairman, Ken Wharton and Gregor Grant, were kept short and to the point, and the awards were then presented by Major Roy Farran, D.S.O., M.C. Dancing then went on until the small hours, and was enlivened by certain sartorial eccentricities, although Ken Rawlings' famous bowler hat is now, alas, no more.

THE London centre of the Riley M.C. took over the British Council theatre in London last Friday for their cocktail party and film show, which was as well supported as ever. Grand Prix provided the main interest, time being made up by The Rake's Progress which, as many readers know, includes racing sequences—although it seems unkind to the sport to depict a rake as a racing motorist.

IN Watford last weekend members of the Herts County Automobile and Aero Club got together to congratulate themselves on the way their return to the motoring fray has been so effective and well supported. During the dinner which preceded the dance Gregor Grant announced that there were exactly twice as many people present this year as in '49. He thought the club was on the threshold of a great boom, for local clubs gave local people the chance to take part in local competitions.

After dinner Mrs. Armand Blackley,

After dinner Mrs. Armand Blackley, wife of the president, presented the awards, D. H. Shrimpton being the chief recipient. Three speed trials, a reliability trial, and a rally are planned for the summer. The first will be on May 14.

MANY of you will remember the Swiss driver Hans Ruesch, who before the war drove the big 3.8-litre Alfa-Romeo (now the property of R. D. Poore) on several occasions in England,

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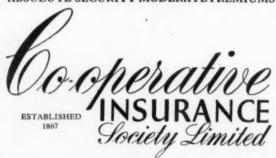
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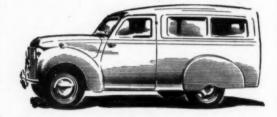
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THE SPORT

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the most famous, of course, being his victory in the 1936 Donington G.P., when he was partnered by Dick Seaman. Well, Hans has now come back into the news, but in an entirely different sphere, as he has now written a book, entitled Top of the World, which appears to deal mainly with the love life of the Eskimo. Nearly everyone connected with racing cars is alleged to have some queer pursuit by those outside the sport, uneer pursuit by those outside the sport, but very few of us go quite as far as writing books about Eskimos. But all humour aside, it appears that the book is quite something of an achievement in anthropological research.



KEN CARTER, whose offer of his films of motor racing events I mentioned a short time ago, has not, con-

continued |

trary to rumour, sold his beautiful ex-Gilbey Vanden Plas-bodied Mille Miglia Alfa-Romeo; he has, however, had it repainted red and fully intends to continue running it this season. Speaking of Alfas, one J. D. Cuccio, who is connected with the Raymond Loewy studio of the Studebaker corporation, in America, possesses not one, but two, 2.3-litre models, which must be a pleasing sight in these surroundings. In addition, he is contemplating the purchase of the streamlined 3½-litre Delahaye which Chaboud ran with success in the immediately post-war vears.

It seems that we may see another Type 135 Delahaye, similar to the ex-Bira car owned by R. R. C. Walker, in competition in England this year, as L. Leston (who also owns the streamlined-Jaguar-based Leston Special) has now acquired one for this purpose.

CLUB NEWS

West Sussex D.C.—Plans are being made to run a motor coach from Worthing to Silverstone for the European G.P. on May 13. Tickets will cost about 17s de each plus admittance charge, to be confirmed later, and can be ob-tained from Mr. K. N. Rudd, Hon. Secretary, Ivy Arch Road, Worthing.

tained from Mr. A. N. Ruda, Mon. Secretary, Ivy Arch Road, Worthing.

Leicestershire G.C.—A closed half-day sporting trial for the Browett Trophy will be run on Sunday, March 12. The course is approximately 40 miles, and competitors will start from Browetts Garage, Dover Street, Leicester, at 2 p.m.

Bristol M.C. and L.C.C.—Regulations will be available shortly from C. B. Salter, 25, Cotham Road, Bristol 6, for the racing at Lulsgate Aerodrome on April 15. It will be a closed invitation event with the following invited clubs taking part—B.A.R.C., Bentley Drivers, Bugatti, Vintage, West Hants and Dorset and 400. The event will be open to sports and supersports cars, and Formula 3 racing cars (500 c.c.). Members of participating clubs and their friends will be the only spectators admitted.

mitted.

A.C. Owners' Club.—Regulations are out for the Night Trial on March 25-26. Invited clubs are the Cemian, Chiltern, Hants and Berks, Herts County A. and A.C., Lagonda and Lancia. The course, starting at Canons Hotel, Ware, Hertfordshire, will be approximately 70 miles in length and will consist of a number of control points, some of which it may be necessary to approach on foot. Starting time is 9.30 p.m. and crews must consist of a driver and navigator; additional passengers may be carried. Entries, 15s per car (closing date March 18), to Basil H. Martin, 3, Waverley Road Enfeld Middlesex. March 18), to Basil H. Road, Enfield, Middlesex.

carried. Entiries, 158 per car (closing dase March 18), to Basil H. Martin, 3, Waverley Road, Enfield, Middlesex.

Falson M.6.—A programme of films, entitled "Motoring Events of 1949," will be shown at the Dimsdale Hotel, Fore Street, Hertford, on Wednesday, March 29, at 7.30 p.m. There will be a silver collection to cover costs. The following clubs have been invited: North London Enthusiasts, North-west London, Bishop's Stortford and District, 750, Herts County A. and A.O., Berkhamsted, M.G. (S.E.) and West Essex. Other people interested should contact Mrs. E. D. Chiles, 16, Owles Lane, Buntingford, Hertfordshire.

Dublin University M.C. and L.C.C.—C. Vard (M.G. TC) scored his third successive victory in a month by winning the Droichead Nua Trophy Night Trial on February 23. Thick fog in the coastal districts and low cloud in the Wicklow Mountains made timekeeping difficult, but the event was decided in the five driving tests held en route. First-class awards went to M.G. (M. P. Cahill). M.G. TC (J. C. Millard), M.G. TC (W. B. Groves), M.G. TC (H. I. S. Catherwood), M.G. TC (R. B. S. Le Fanu), Ford Eight Spl. (W. J. Fitzsimmons) and M.G. TC (T. N. Large).

Corstorphine M.G. and L.C.G.—Old and present members of the club are invited to attend a reunion at the Grosvenor Hotel, Edinburgh, on March 11, to give views on future plans an airing. Previous club president, L. G. Kirkwood, will be there, and intending visitors: Beechwood, Murrayfield.

Aston Martin O.G.—On March 24, at the Milestone Hotel, Kensington Court, London, W.8, the

Aston Martin O.C.—On March 24, at the Mile-one Hotel, Kensington Court, London, W.S, the

annual dinner and dance and presentation of awards will be held. Reception 7, dinner 8, and dancing 9 p.m. to 1 a.m. Tickets (25s each) from G. G. Taylor, Orchard Cottage, Stompond Lane, Walton-on-Thames, Surrey. Numbers will be limited to 120.

The East Midland area secretary, Mr. W. J. Huggins, has resigned his office through extreme pressure of work.

treme pressure of work.

M.G. Car Glub (N.W.).—The Cockshoot Cup
Trial, a closed invitation classic event, will be
held on March 26, starting near Liangollen,
North Wales, at 11.30 a.m. and covering a
course of approximately 30 miles to finish near
Ruthin. The scheduled speed will be 15 m.p.l.
Entries should be sent to B. D. Norris, 30,
Great Ducie Street, Manchester, 3; closing date
March 18. March 18.

March 18.

Midland A.C. and Sunbae.—A motoring brains trust with a short edition of "Twenty Questions" to follow will take place at the Grand Hotel, Birmingham, at 7.30 p.m., on March 15. N. I. Bond Williams will be the Question Master, and Montague Tombs, of the Autocar, F. W. R. England, J. Hart Davies, Reg Parnell, Ken Rawlings and a B.R.M. representative will comprise the "brains."

Cornwall Vintage. C.C.—A non-sump-breaking night navigation trial will be run tomorrow, and competitors should gather at the Chiverton Arms, at 6.45 p.m., with a navigator, torch, map, and watch for a 7 o'clock start; approximate mileage, 37.

mate mileage, 37.

Scottish Sporting C.C.—Starting from the Autoport Garage, Milngavie, at 7 p.m., competitors in the closed Evening Rally on March 17 will cover a route of about 21 miles at an approximate speed of 20 m.p.h. There will be one driving test, involving acceleration and braking, and the finish will be at Woodbank Hotel, Balloch, where dinner (6 sper head) will be served at 9 p.m. Entries (closing date March 13) to W. L. B. Callender, 100, West Regent Street, Glasgow, C.S.

An extraordinary general meeting of members will be held in the Green Room of the Royal Scottish A.C., Blythswood Square, Glasgow, on March 28 at 7 p.m.

South Essex M.C.—This newly formed club

South Esser M.C.—This newly formed club invites prospective members to its meetings, held every Wednesday evening at 8 p.m. at the Bell, Horndon-on-the-Hill. Secretary is Mr. V. A. Rolph, 20, Milford Road, Little Thurrock, Grays, Essex.

Southsea M.C.—The confirmed results of the President's Trophy Trial (February 19) are as follows: Cooffrey Ansell Trophy (best performance by S.M.C. member): Price Spl. (D. W. Price). President's Trophy (best performance by member of invited club): Cotton Spl. (D. Cotton). Up to 1,100 c.e.: Auswybe (S. White); up to 2,000 c.e.: Lotus Spl. (A. Chapman); over 2,000 c.e.: Allard (A. Rumûtt).

First-class awards: Ford (V. S. A. Biggs), F.M.B. (J. C. Smith), Mercury (R. Faulkner), Bartlett Spl. (L. O. Bartlett), Price Spl. (A. E. Jackman), Allard (K. McAlpine), Allard (E. N. Frost), F.M.W. (E. G. Spence).

Second-class awards: Parker Spl. (L. Parker) Austin (H. Hopkinson), Dellow (E. W. Berow) H.C. Spl. (H. C. Cocker), Austin (J. Richards) Ford Spl. (L. J. Hollingsworth), F.M.W. (L

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1948 STANDARD 14 saloon, 4,000 miles	6865
1949 FORDSON 10 cws van 77 miles	4505

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MARCH 11.—Corstorphine M.C. and L.C.C. Reunion meeting, Grosvenor Hotel,

Reunion meeting, Grosvenor Hotel, Edinburgh. Sunbac. Colmore Trophy Trial, starting The Paddock, Prescott Hill, nr. Chelten-ham, 10 a.m. Cambridge U.A.C. Annual dinner, University Arms Hotel, Cambridge, 7 for

7.30 p.m. .—Maidstone and Mid-Kent M.C. Night

11-12.—Maidstone and Mid-Kent M.C. Night
11-12.—Maidstone and Mid-Kent M.C. Night
12.—Leicestershire C.C. Browett Trophy Trial,
starting Browett's Garage, Dover Street,
Leicester, 2 p.m.
12.—Lancia M.C. Guildford Handicap Driving
Tests, Bramley Park, Bramley, nr. Guildford, Surrey, starting from the Bramley
Grange Hotel, 10.30 a.m.
12.—Plymouth M.C. Anon Challenge Trophy
Trial, Devon.
12.—Cambridge U.A.C. Driving test and speed
trial, Bedwell Hey Farm, Little Thetford,
nr. Ely, 1 p.m.
12.—Lancashire and Cheshire M.C. and M.G.
C.O. (N.W.). North v. South Challenge
Trial, Derbyshire.
15.—Midland A.C. and Sunbac. Brains Trust
and "Twenty Questions," Grand Hotel,
Birmingham, 7.30 p.m.
15.—A.C. Owners' Club. Annual general meeting followed by film show, The Royal
George, Bristol Gardens, Maids Vale,
London, W.9. 7.30 p.m.
16-26.—Geneva Show.
17.—Cornwall Vintage C.C. Natter and
Noggin, Cornish Arms, Pendogget, St.
Kew, 7.30 p.m. onwards.

M.C.C. Annual general meeting, R.A.C., Pall Mall, London, S.W.1.
 North West London M.C. Coventry Cup Trial, starting Sally Lunn Café, Rindhead, Surrey, 10.30 a.m.
 Bristol M.C. and L.C.C. Sporting Trial, 8. Gloucestershire.
 Gesport A.C. Sporting Trial, Gosport.
 International Snow Rally, Switzerland.

18.—International Jand.
18-19.—M.G. Car Club. Welsh Rally.
19.—Berkhamsted M.C. and C.C. Winwood Trial, starting King's Arms, Berkhamsted, 2 p.m.
19.—Yorkshire S.C.C. 4-44 Trophy Trial, Blubberhouses.
24.—Aston Martin O.C. Annual dinner and dance, Milestone Hotel, Kensington Court, London, W.S., 7 for 8 p.m.
24-25-26. — Lyon - Charbonnières Rally, France.

24-25-26. — Lyon - Charbonner.
France.
25.—Lancia M.C. Annual dinner and dance, Lincoln Arms Hotel, Weybridge, Surrey.
25.—M.G. Car Club (Scottish). Trial, Scotland.
25-26.—A.C. Owners' Club. Night Trial, starting Canons Hotel, Ware, Hertfordshire, 9.30 p.m.
25.—M.G. Car Club (N.W.). Cockshoot Trial, starting near Llangollen, N. Wales, 11.30 a.m.

M.G. Car Club (N.W.). Coursing Starting near Liangollen, N. Wales, 11.30 s.m.
 Horsham and D. M.C. and L.C.C. Spring Cup Trial.
 Message C.G. Speed Trial, Essex.
 Bugatti O.C. Northern Sporting and Social Hali-Day, starting Stanley Hall. Bridgnorth, Shropshire, 1.45 p.m.
 Inter-Europe Cup Race, Italy.

IN BRIEF

A most successful dance and cabaret, attended by some 500 people connected with the motor and radio trades, was given by the Chloride Electrical Storage Co., Ltd., on March 2, at the Plaza Ballroom, Manchester.

B. A. Henry, Lagonda specialists, have recently moved to 56, Princes Gate Mews, London, S.W.7, before taking over larger premises in the near future.

Following the death of Mr. W. L. Spence, Mr. J. H. Strachan will represent Abingdon King Dick, Ltd., King's Road, Birmingham, 11, in Scotland, Mr. Strachan's headquarters are at Millburn House, Balerno, Midlothian.

A. C. Wickman, Ltd., Tile Hill, Coventry, have become the sole export agents for A. W. Macnamara, Ltd., Foundry Lane, Smethwick, Birmingham, 40, and also for Hilmor, Ltd., 65, Calshot Street, King's Cross, London, N.1.

A dividend of 10 per cent on ordinary shares has been recommended for the year ended December 31 by the directors of Jowett Cars, Ltd. Net profit for the year is £158,318, after deduction of deprecia-tion and taxation. A total of £192,305 is carried forward.

Austin service weeks will be held in accordance with the following list: March 13-18, Reading Automobiles (Weybridge), Ltd., 13-15, Caversham Road, Reading; April 17-22, Lookers, Ltd. Works and Service Station, Chester Road Stretford Manchester May Road, Stretford, Manchester; May 15-20, Noad, Stretford, Manchester; May 15-20, Dias and Co., Ltd., Carlisle; June 12-17, Vaughan-Harbourne, Ltd., 10-18, Wellington Street, Leicester; July 3-8, Marshalls (Cambridge), Ltd., 63, Bridge Street, Peterborough; September 11-16, L. F. Dove, Ltd., 111-115, Addiscombe Road, East Croydon, Surrey; October 2-7, Voss Motors, Ltd., Service Department, Mann Island, James Street, Pier Head, Liverpool, 2 Liverpool, 3.

INFORMATION SOUGHT

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks:-

No. 15335.—1932 Riley Nine
"D. R. W."—General information and a handbook.

No. 15336.—1926 10 h.p. Rhode
"J. H. T. L."—General experiences and a handbook.

No. 15337.—1929 Austin Seven
"D. F. W."—Hints on tuning, and also a handbook.

No. 15338.—1938-40 16.9 h.p. Railton
"A. E. L."—General performance data and points to watch.

No. 13539.—1935 B.S.A. Scout
"T. O. A."—Information on tuning and supercharging; also a handbook.

No. 15340.—1935 14 h.p. Tatra
"T. L."—Advice and all possible information on running and servicing

No. 15341.—1937 Talbot 75
"S. W."—All possible information on long chassis model; also a handbook.

No. 15342.—1940 Austin Ten
"J. A. T."—General information and experiences.

No. 15343.—1934 Sports Morgan R."—All possible information and a handbook.

No. 15344.—1934 Hillman Aero Minx A. B."—Maintenance details and handbook.

No. 13545.—1933 B.S.A. Ten
"J. G. W."—All possible information and handbook.

No. 15346.—1938 Ford V8
"T. H."—General information on the de luxe model.

No. 15347.—Two-cylinder D.K.W. C. B. D."—General experiences and a handbook.

No. 15348.—1937 Opel Olympia
"E. F."—Information regarding the fitting of a Ford Ten engine and gear box.

No. 15349.—Jowett Bradford "W. S."—Experiences of improving per-formance by low-pressure supercharging, fit-ting separate carburettors, lightening the valves, etc.



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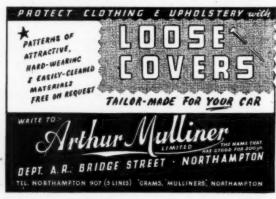
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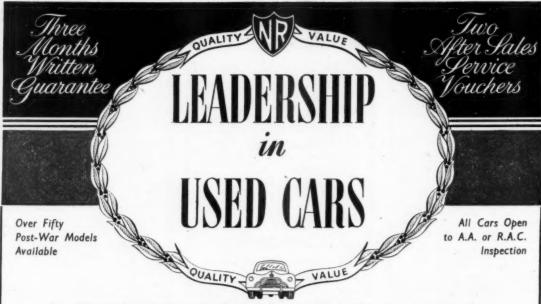
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1937 A.C. 16hp drop head coupe, 43,000 miles; £525.—Car Mart, Ltd.. 150 Park Lane, W.1. [2997]

CHARLES RICKARDS, Ltd., the house of standing and repute 2-litre saloon, grey, with red leather, 1949 H.M.V. radlo, 8,000 miles, many extras, maintained by works, one owner; £1,150.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Station). Tel. Paddington 1820. [2779]

1949 (Dec.) A.C. saloon, 1,780 miles, balance of covenant to be signed; radiomobile pushbutton radio fitted; taxed year.—Par Engineering & Motor Works, Ltd., Par, Cornwall. Tel. Par 49. [2828

1950 A.C. 2-litre saloon, suede green, pigskin leather, mileage under 6,000, Fram oil cleaner, twin F.700 Lucas lamps, maintained by A.C. works only, perfect car in every respect, B.M.T.A. consent; £1,250.—Bamber, Raling 5565 (office hours). [2735

BARTLETT offers 2 specimen Alfa-Romeos, Special 2.6

Mille Miglia, 125 mph, 2-seater; Series III 2.3 100
mph drop head coupe.—27a, Pembridge Villas, W.11.
[1613]

BARTLETT always buys Alfa-Romeos.—27a, Pem-BARTLETT always buys Alia-rooms
pridge Villas, W.11.

ROWLAND SMITH'S, the Alfa-Romeo buyera.—HampGOWLAND SMITH'S, the Alfa-Romeo buyera.—Hampdouble stead High St. (Hampstead Tube). Ham. 6041.

(1913

ANTAR (BROOKLANDS), Ltd., buyers

ANTAR (BROOKLANDS), Ltd., buyers

THOMSON & TAYLOR (BROOKLANDS), Ltd., buyers of good condition Alfa cars, Portsmouth Rd., Cobham, and Brooklands Track, Weybridge, Surrey, Cobham 2848. CAR MART, Ltd. ALLARD

1948 Allard 2/4-seater coupe, radio, 7,000 miles; Rd., N.W.1. Euston 1212. DAGENHAM MOTORS, Ltd., offer the following 1949 Allard (B.M.T.A. consent), d.h. coupe, maroon, 1.600 miles only.
1948 Allard f.h. foursome coupe, sun roof, radio, 1948 telecontrol, many extras, 7,000 miles, 56, Park Lane, W.I. Regent 4865; 374, Ealling Rd., Sang.ey Rd., Castord, S.L.é. Hither Green 4861, 15036

1949 (Jan.) Allard drop head foursome coupe, gunmetal grey, one owner, perfect condition; D. ROWE & Co., Ltd., The Hornet, Chichester. Tel. DAGENHAM MOTORS, Ltd., main distributors, but and sell used Allard cars.—56, Park Lane. London, [015]

1949 Allard 2-str., 3,000 miles.—British & Colonies.
W.C.2. Tem. 3588.

1949 Allard Special saloon, finished marron, 22180 owner, mileage 7,000; £1,150.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185.

Kingston 1185. [540]

1949 [Feb.] Allard 2-seater, 3,900 miles only, 3.5 and 4.1 rear axie ratios, finished blue with blue hide and hood, in showroom condition, 5 months' guarantee; £900.

1948 [F. H. PEACOCK, Ltd., 219-221. Balham High Rd., 19450]

19450
1946 Allard drop head coupe, prepared for Monte burettor engine with high voltage ignition and copper plated heads, special double silencer system, high axie ratio and close ratio sear box with central remote change, special brake linings, twin track rod steering, Andre telecontrol shock absorbers, balanced wheels, new tyres and spare, Bentley type Lucas head lamps, 2 spot lights and 2 fog lights, twin defrosters, air conditioning, sedimental conditions, sedimental conditions, and conditions and reliability and performance, 21,000; terms, exchanges.—Potter, Automobilia, Ltd., Pippbrook Garage, Dorking, [3339]

1,000; terms, exchanges.—Potter, Automobilia, Ed., Pippbrook Garage, Dorking. (3339)
1949 model (confirmed by makers), actual Earls Court Show model (registered November, 1948). Allard 2-seater, luxuriously equipped, recessed spare wheel mounting with metal cover. front and rear bumpers with special heavy duty front bumper, for lamp, twin wing driving mirrors. lugsage gird, aprile seering the mounting with metal cover. front and rear bumpers of the series of t

Altard Cars Wanted

private buyer, low mileage essential.—Box

[348]

Allard Spares and Service
A DLARD'S MOTORS, Ltd., for all Allard spares.—
43-45, Acre Lane, London, S.W.2. Brixton 6433. A 43-45. Acre Lane, Assessed 14. 164-183. [081]

BISTOIL STREET MOTORS, Ltd., 164-183. Bristoil

BIS. Birmingham, 5 (Tel. Midland Seci.), for new and test Allards, sparse and service. Distributors for Warwickshire, Leleestershire and Northamptonshire. [1019]

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Allard Spares and Service

A LLARD MOTOR Co., Ltd., Service Dept., 51, Upper
Richmond Rd., London, S.W.15, Tel. Vandyke 2353,
(0267)

ENCON COACHWORKS OF FULHAM, 9, Esteourt Rd., London, S.W.6. Tel, Fulham 4021; specialists in Allard body repairs; makers of Allard tourer bodies.

DICKS CAR SALES Offer:-

Alvis 14hp sports saloon, complete recent chassis overhaul; £550.

1938 Alvis 14hp saloon, carefully used, highly tuned; £450, alvis 14hp aloon, carefully used, highly tuned; £450.

1936 Alvis 14hp drop head foursome coupe, very attractive car; £295.

10KK 0 AR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9.

A LVIS Distributors for London.

Brooklands of Bond Street, Ltd.

1949 14hp special drop head 4-seater coupe, by Tickford, black, with beige leather.
1948 14hp special drop head 4-seater coupe, by Tickford, black, with blue leather.
1948 14hp Standard drop head 4-seater coupe, grey, with grey leather.
1947 14hp saloon, black, with beige leather.

A LL the above cars have been examined and approved by makers, and carry three months' guarantee.

BROOKLANDS OF BOND STREET, Ltd.,

103. New Bond St., W.1. Tel. Mayfair 8351-6.

GUY SALMON AUTOMOBILES, Ltd., offer:-

1948 Alvis 14 standard drop head coupe, mistletoe green with beige leather, 9,000 miles, fault-less condition; £1,250.—Fortsmouth Rd., Thames Ditton.

[3308]

CATEHOUSE offer 1937 Alvis Speed 25 tourer, in immaculate condition; £450.
CATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444 [1415]

1948 Alvis saloons, one grey, one green; immacu-late condition; low mileage.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane.
Manchester, 19. Tel. Rusholme 2874-5. [2826]

1947 Alvis 14hp shooting brake, mileage 24,000, in first-class condition throughout.

OFFERS to Reliance Garage (Norwich), Ltd., Heigham St., Norwich. Tel. Norwich 20366-7.

Ambulances
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ALVIS Speed 25, 1937 Charlesworth saloon, a very fine fast car in immaculate condition; 2700.—Bridge-uster 2260.

Surrey. Tel. 466.

1949 series Alvis 14 saloon, black with brown upholstery. H.M.V. radio heater, 17,000
mues, offered with confidence by
JAMES H. GALT, Lid., Alvis Distributors for ScotJand, 52, Woodlands Rd., Glasgow, C.3, 72,
2073

Douglas 7588-9.

A LVIS m Scotland.—Sales, spares and service.—James
A H Gait, Ltd., The Distributors, 52, Woodlands Rd.,
Glasgow C3. "Phone Douglas 758

1939 Alvis 12-70 sports saloon, in exceptional
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Haverstock Hill, N.W.S. Primrose 4441.

Haverstock Hill, N.W.S. FIRMUSE STATE AND A COUPS, 1948 (September) Alvis 14 drop head coups, and the marcon with fawn leather, H.M.V. radio, heater, exceptional condition, 9,400 miles only.

James H. Gall, Ltd., Alvis Distributors for Scottless, and 52, Woodlands Rd., Glasgow., C.3. 761, 2070 (2070) Alvis 4.3-litre 4-door

Dougias 1395-3.

A RCHIE SIMONS & Co., Ltd.—Alvis 4.5-litre 4-doo:
A saloon by Charlesworth, £450 factory overhaul recently; £795.—94, Gt. Portland Street, W.I. Lan. 1543
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£295 !—Alvis Speed 20 special open sports tourer, independent suspension, new tyres, many extras, excellent throughout

Pilan Finoglass, Bugatti Sales & Service, 2, Pembridge Mews, W.11. Bayswater 2951. After 6, Tulse Hill 4755.

1947 (June) Alvis 14 saloon, black with fawn leather, H.M.V. radio, heater; has been carefully maintained and is in first-class order; thoroughly recommended by JAMES H. GALT, Ltd., Alvis Distributors for Scot-Douglas 7586-9.

£225 —Speed 20, black, Lancefield saloon, recondition and appearance, privately owned.—Ref., 31, Queens Rd., Southport.

4.9 5 m.—Alvis 12/70, Nov. 1939, sports tourer, dark blue, blue leather, twin Wind-tone horns, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below peed 20, 1935. Vanden Plas sports suspension; carefully used; excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1948 Alvis 14, black, fixed head coupe, fitted heater and radio, 13,000 miles, workshop maintained and in excellent order; £1,075.—Phillips, Langley Chase, Kington Langley, Wilts.

A LVIS 4.3-litre 1939 magnificent razor-edge aports asloom by Vanden Plas, finished black with luxurious brown leather upholstery, fitted with radio and discs; this exceptionally fine car has only covered 40,000 miles and has been most carefully maintained; offered the artificial control of the control of

C.5. Tel. Douglas 7588-9.

1949 Series (Sept., 1948) Alvis 14/90 drop head four-some coupe, guaranteed mileage only 1,000 odd, black and chromium with red leather upper and the series of the series

A LTON GARAGE, the Alvis people, Upbrook Mews, Craven Rd., Paddington 0385.

Alvis Cars Wanted R OWLAND SMITH'S, the Alvis buyers.—Hampstead R High St. (Hampstead Tube). Ham. 6041, 10914

Wanted, really fast, smart, pre-war Alvis saloon.— Fullest details Box 2727. [280] Wanteb.—Alvis cars, post-war saloon and coupe models; send all details to:—
A RNOLD G. WILSON, Ltd... 232, Harrogate Rd., Leeds. 7. Tel. 41014-5. A Leeds. 7. Tel. 41014-5.
SPEED 25, in excellent condition, required privately; state details and price.—Relf., 31, Queens Rd...

F. ERSKINE & SONS, Alvis distributors
Woking, invite details of late models for disposal oking 350.

1948-9 Alvis; please give particulars and proceduring the American Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus 2874/5.

G. W. WILKIN, Ltd., of Kingston-on-Thames, are well-keen buyers of Aivis in good condition. After agents for sales and service. Kingston 2241. [6597]

URGENTLY wanted for client, low mileage Aivis Ledgware Rd., London, W.S. Tel. Pad. 3075-6. [1945] CHARLES FOLLETT, Ltd buy good late model cars.—

13 Berkelev St W.1 May 6266. Service Work, and Stores. 12 Welleslev Ave. W 6 Riv 1413 [836]

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A LVIS, Ltd., Service Station, 832, Finchiev Rd., London, N.W. 11. Tel. Speedwell 6762-5-4. Grams.

A ND at Alvis Ltd., Service Station, Bolyhead Rd.,
Coventry, Tel. 5501. Grams. "Alvis Coventry,"

CHARLES FOLLETT, Ltd.—Alvis specialists.

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K INGSTON-ON-THAMES.—Sales, Service and Spares,
—G. W. Wilkin, Ltd., Weston Park and 94, Eden
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JAMES H. GALT, Ltd., Alvis distributors for Scotland.
Works, 71-73, Dobbie's Loan, Glasgow, C.4. Tel.
Douglas 0638. Comprehensive spares and service. 0730

ARMSTRONG SIDDELEY
T. DAVY offers:—

7000 miles.—Armstrong Siddeley Typhoon (April, black with fawn upholstery, new condition; £1,050; also 1947 Typhoon, 11,000 miles;

J DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.S. Western 6493.

1948 Armstrong 16 Hurricane coupe, radio, heater, 10,000 miles; 21,095.
1947 Armstrong 16 Typhono saloon, radio, heater, 16,000 miles; 2898-1949 Armstrong 25 7-seater limousine, 27,000 miles; 21,075.—Car Mark, Ltd., 150, Park Lane, W.I. Grosvenor 3434.
CHARLES FOLLETT, Ltd., offer:—

1948 Armstrong Siddeley Typhoon 2-door saloon, black, brown leather, one owner, 12,000 miles, carefully maintained; 21,100.
18, Berkeley St., W.I. May, 6266.
SERVICE, Works & Stores, 12, Wellesley Ave., W.S. Riv. 1415.

DHILIP RICKARDS, Ltd., offer:-

1947 Armstrong Siddeley Hurricane, fawn, 9,000 w.1. Gro. 4772/3. RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:-

1947 Armstrong Siddeley Typhoon, under 14,000 miles, maroon with maroon leather, as new, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 282.

Bloane 9288. [2320]
1938 Armstrong 14hp saloon, in beautiful condition, 39,000 miles; £445.
ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park,
EW2. Tel. Paddington 0289. [343]
LATEST 1939 model 16hp, condition as new; insuection by appointment.—Tel. Faversham 2145. [3242

1940 Armstrong Siddeley 17hp 7-passenger limou-sine, black, leather throughout; £775. 1948 Armstrong Siddeley Lancaster saloon, small mileage, one owner: £1,095.
GEORGE NEWMAN & Co., 569, Euston Rd., London, 13077

1938 14 Armstrong saloon, black, brown leather, good tyres, in exceptional condition through-JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7: North 4441. [9623

1948 Armstrong Hurricane coupe, black, brown upholstery, 10,000 miles, in excellent con-

EUSTACE WATKINS, Ltd., 12. Berkeley St., W.I (Mayfair 5951), and 12. Chelsea Manor St., S.W.3 (Flaxman 8181).

A RMSTRONG SIDDELEY 16hp Hurricane D/H coupe, 1947, first-class condition; £825.—Sands, Burnham, Bucks 85.

CORDON CARS (LONDON), Ltd.—1948 (reg. 1949)
Armstrong Typhoon saloon, black/brown leather,
CORDON CARS (LONDON), Ltd.—1948 Armstrong
Typhoon saloon, blue/grey leather, 15,000 miles.—

GORDON CARS the blue/grey leather, 13,000 mines blow, Typhoon saloon, blue/grey leather, 1948 Armstrong GORDON CARS (LONDON). Ltd.—1948 Armstrong GORDON CARS (LONDON). Ltd.—1948 Armstrong Gouse, 373, Euston Rad., N.W.I. Euston 6611. [3094]

CENTRAL GARAGE, Croydon, offer 1947 Armstrong Siddley, Lancaster saloon, marcon, amail mileage, 5955—Central Service and Company of the Comp

1946 Armstrong Siddeley Lancaster saloon, miles. exceptional condition through black, brown leather.—Beardmore, 26, Queensway, Bay, 0136.

E470.—Armstrong 25 limousine, enclosed drive, face-forward occasionals, leather front in good clean condition used by us after first owner.—Brown's Garage, High Rd., Loughton 5838, Essex. [3413] Brown's Garage, High Rd., Loughton 8838, Essex, [3413]

50 5 gan.—Armstrong Siddeley August, 1938, 17hp 7—
passenger landaulette, dark blue, front leather, rear cloth, division, face-forward occasionals, preselector; very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3288]

stead (Hampstead Tube). Hampstead 6041. [3268]

IsdOUSINESS 1389/1839 Long-25, partition, widest coasionals black, genuine low mileage, privately owned; 2795.—Below, mileage, 1939 Long-1/Dp-parti-genuine blue leather. Limousine, forward cerasionals, 1949 condition, immaculate, also selected carriages, from £385. Alpe & Saunders, Providence Court. Grosvenor Square. 2941-Mayfair. [2897]

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp Tube). Ham. 6041. [0916]

MARSTON MOTOR Co., Ltd., for your Armstrong

MARSTON MOTOR Co. Ltd., for your Armstrong Siddeley.—Tel. Sta 8000 Seven Sisters Rd. Tot-

Armstrong Siddeley Cars Wanted

THE CAR MART, Ltd., wish to purchase Armstrong
Siddeley cars.—150, Park Lane, W.1. Grosvenor
(995)

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601 Armstreng Siddeley Spares and Service
A ROOT MOTORS, Ltd.

A RCOT MOTORS, Ltd.—Preselector gear boxes; ex-change and repairs.—169, Fulham Rd., S.W.3. A change and repairs.—199. Fulham Rd., S.W.S. Kensington 7501.

RMSTRONG SIDDELEY spares, large stock for all pre-war models.—Croall & Croall, York Lane, Edinburgh. Tel. 25504.

PRESELECTOR gear box service; recomme specialists.—H. & A. Engineering, 35, Grant Addiscombe, Croydon, Surrey.

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Chestham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216.

PARES for all models.—Pre-selector gear box over-hauls and reconditioning a speciality.—Hamtune Motors, Ltd., Northants Distributors. Works: Park Garage, Weston Favell, Northampton. 7el. 2107. 12088

A STON MARTIN 1934 2/4-seater Le Mans 1½-litre in excellent condition; taxed for the year; redures no attention at all; £425.—Box 2575.

Aston Martin Cars Wanted

A STON MARTIN cars wanted for cash; full details.—

Friary Motors, Ltd., Old Windsor. Windsor 1100.

ROWLAND SMITH'S, the Aston Martin buyers.—

Hampstead High St. (Hampstead Tube).

10917

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COLE suppliers of spares for all Aston Martin cars

S produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight
Rd., Old Windsor, Tal. Windsor 1100. produced up ties, 2-litre recond Rd., Old Windsor.

Austin Seven

1937-8 Austin 7 2-esacer, taxed, new tyres, exL. SERVICE STATION, Kingston Vale, 8-W.15.

L. SERVICE STATION, Kingston Vale, 8-W.15.

2165-1936 Austin 7 Ruby de luxe saloon, blue, condition; economical, law MOTORS, 180-184, West End Lane, N.W.6.

1839-1840 Austin 7 Ruby de Lane, N.W.6.

1839-1840 Austin 7 Ruby de Lane, N.W.6.

Hampstead 6490.

WALTER SCOTT, Ltd.—1936 Austin 7 Ruby de luxe saloon, excellent condition; £165.—39. College Crescent, Swiss Cottage, N.W.3. Primrose 5914. [9741]

A USTIN 7 Ruby saloon, 1937, engine rebored, new bearings, etc., bodywork and appearance good; £175; no offers.—Dyer, Alrewas (Tel. 288), Nr. Burton-On-Trent.

on-Trent. [3242]

5 gns.—Austin 7, 1936 tourer, black, good tyres; terms, exchanges, list; open 9-7 week-days and saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

13 gns.—1936 Austin Ruby saloon, reconditioned gnin, any trial.—G. P. (Balham), Lid., 2e, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 5117.

£185 —Late 1936 Austin 7.3bp Ruby aloon, blue, and completely overhauled, splendid oversized tyres, exceptional condition throughout; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate, Maryland 2534.

Austin Seven Cars Wanted

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RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). CAR MART, Ltd.

ONDON Distributors.

1948 Austin 8 saloon, 13.000 miles; £595.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston

H. A. SAUNDERS, Ltd., offer:-

1947 Austin 8hp saloon de luxe, 11,000 miles; 2575.
1947 Austin 8hp saloon de luxe, 13,000 miles; 2565.
1948 A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner).
Hillside 0024.

WEMBLEY COURT MOTORS offer:-

1947 Austin 8 saloon, black, 4,000 miles, indist guishable from new; £550—High R wembley. Arnold 5221-2. WADDINGTON MOTORS, Ltd., offer:-

1947 Austin 8 saloon de luxe, black, brown upholstery, 15,000 miles, immaculate; £55.

—Fortune Green Rd., N.W. 6. Ham. 2211. [9200

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1939 Austin h.p. van. excellent condition throughout, colour green, one owner: £200. D. J. Shenberd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

1947 (Nov.) Austin 8 4-door sunshine root, leather upholstery, 18,000 miles only, whole car as new: 8525: 50 other cars.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., 8.E.22. New Cross 44444.

AUSTIN EIGHT

1947 November Austin 8 saloon, sun roof, suede
green, iow mileage, recommended.
FERRARIS OF CRICKLEWOOD, Ldd. 200-220,
Cricklewood Broadway, N.W.2. Gils. 2234. [25:9]

47 Austin 8 4-door saloon, as new.—Palmers
Tel. Popesgrove 7087, 1890. [2449

1947 Austin 8 saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St., St. Martin's Lane, W.C.2. Tem. 3588.

tin's Lane, W.C.2. Tem. 3588.

1947 Austin 8 4-door saloon, low mileage, less; £555; see page 32.—Smith & Hu
376, Kensington High St., W.14. Western 2312. 1947 Austin 8 4-door saloon, blue/brown leather, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.)

CPIKINS (TWICKENHAM), Ltd., offer 1939 Austin S 8hp 4-seater tourer, very nice condition, one owners only; £275.—35-101, Heath Rd., Twickenham, Middle-sex, Tel. Popesgrove 1035-7. A USTIN 8 saloon, 1947, one owner, low mileage, black with brown hide uphoistery, faultiless guarantee; £555.—Recommended by Austin House, 144, Golders Oreen Rd., N.W.II. Speedwell 0011. [1483]

1940. Austin 8. a really 100% car, showroom spectrance, reconditioned engine and chassis; 255.—Cottenham Park Garage, Ltd., 112. Coombe Lane, Wimbledon, S.W.20. Wim. 3078. [3408]
1947. Austin 8 saloon, black, brown interior, one owner, small mileage, excellent condition; 2495; exchanges, deferred terms.—John 8. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays. 4274, [2916]

Austin Eight Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. R OWLAND SMITH'S, the Austin 8 buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041. POST-WAR Austin 8 required, cash paym Morley, 54, Streatham Hill, S.W.2. Tulse PAYMOND WAY, the hire-purchase specialists, still buying Austin 8, and have unlimited available.—Canterbury Rd., Kilburn, N.W.6. Myle 6044 (10 lines).

CAR MART, LAL. AUSTIN TEN

ONDON Distributors.

1946 Austin 10 saloon, 24,000 miles; £595.—Car 1212. Mart, Ltd., 297, Euston Rd., N.W.1. Euston [300]

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3

H. A. SAUNDERS, Ltd., offer:-

1947 Austin 10hp saloon de luxe, 16,000 miles; 1947 A. A. AUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Hol Corner). Hillside 0024. GLANFIELD LAWRENCE offer:-

1946 Austin 10, blue; £585.—407, High Rd., N.12.
WEMBLEY COURT MOTORS offer:—

1946 Austin 10 saloon, black, in excellent condi-g550.—High Rd., Wembley. Arnold 5521-2. [907] WADDINGTON MOTORS, Ltd., offer:—

1946 Austin 10 saloon, immaculate condition, choice of two; £555.—Fortune Green Rd., 19201

D. J SHEPHERD & Co. (ENFIELD), Ltd.

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1946 Austin 10, black, brown upholstery, radio and defroster fitted, excellent condition throughout, mileage 19.000; £563.—D. J. Shepherd & Grandell Standell Stand

choice 2.

B NMOTORS, 1, Clarendom Rd., Holland Park, London, W.11. Park 5068-7. Open Mon. to Sat. 9-6. (50 yards Holland Park Tube). (2778. 1994.) type Austin 10 miloon. excellent appearance inside and out, tyres nearly new; £345.—Grove Motors, North Rd. Southall 3477. 1933 Austin 10 tourer, new hood; a real bargain, £115; see page 32.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [3054

£285.—Austin 10 Cambridge saloon, registered throughout, thoroughly reliable motoring at an econtrol of the condition of the

omical cost.

M. B. MOTORS, 336, New Cross Rd., London, S.E.4.
[5111] M Tidewsy 3779.

A USTIN 10 saloon, 1947, low mileage, black with brown hide upholstery, unblemished guaranteed; £625.—Recommended by Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [1434]

Austin Ten Cars Wanted

M
THE CAR MART. Ltd., London distributors, wish to
T purchase Austin 10 cars.—297 Euston Rd., N.W. 1.
Euston 1212.

GOSTON

AND CARTES S. the Austin 10 buyers.—Hamp-ROWLAND SMITH'S, the Austin 10 buyers.—Ha
stead High St. (Hampstead Tube). Hamps

Austin Ten Cars Wanted

1939-48 Austin 10 saloon urgently required.—
ham, N.15. Sts. 2232.

R AYMOND WAY, the hire-purchase specialists, are
till buying pre-war Austin 10s and have unlimited
cash available.—Canterbury Rd., Kilburn, N.W.6. Maida
Vale 6044 (10 lines).

CAR MART, Ltd. AUSTIN A40 ONDON Distributors.

1948 Austin A40 Devon saloon, radio, heater, Euston Rd., N.W.I. Euston 1212.

DICKS CAR SALES offer:—

1949 Austin A40 Devon saloon, 5,000 mlles only; DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. TOM GARNER, Ltd., offer:-

1949 Series Austin A40 Devon saloon, seal grey, with beige leather, sun roof, heater, etc., 7,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2.
[2792]

H. A. SAUNDERS, Ltd., offer:-

1948 Austin A40 Devon 4-door saloon de luxe, 1948 heater, 6,000 miles; £245. H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. PHILIP RICKARDS, Ltd., offer:-

1949 Austin A40 Devon, black/beige, 3,000 miles. 1948 Austin A40 Devon, maroon/beige, 12,600 w.l. Gro. 4772/3. W.I. Gro. 4772/3. (2942)

1949 Austin A40 Devon, sliding head saloon, blue, speedo. 5,000; £850.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220.

Cricklewood Broadway, N.W.2. Gla. 2284. [317]

1948 Austin A40 Dorset saloon, perfect condition, H. Sol.OMON & SONS, High St., Camberley. Tel. 34. (Established over 40 years.) All our cars and fully guaranteed for 5 months. [2454

1949 Austin A40 Dorset saloon, mileage 3,000; £815.; trade enquiries welcomed. H. C. PAUL. Ltd., 32, Bruton Pl., Berkeley 8q., W.1. Mayfair 0821-2.

H Mayfair 0821-2. 12094 1949 Austin A40 4-door saloon, mileage 5,000; £810.—Mortlocks, 920, High Rd., N.12. Hill. [2727]

3500 miles.—1949 (Feb.) Austin A40 Devon saloon, radio, heater, sun roof, green.—

Below. miles.—1948 Austin A40 Dorset saloon, 3700 miles.—1948 Austin A40 Dorset saloon, heater, sun roof, green.—Below. 2900 miles.—1948 Austin A40 Dorset saloon, blue, radio, heater, sun roof; (trade enquiries only please).—Ernest Sutton, Cleeve Hill (Glos.) 35.

1949 Deron 4-door saloon, green with being upholstery, 5,000 miles, unblemished condition, 2835, being saloon, 5,700 miles, one owner, unblemished, 2795.—Recommended by Austin Brouse, 144, Golders Green Rd., N.W.11. Speedwell 2011.

A USTIN A40 Devon saloon, genuine 1949, green, sliding head and heater, 7,800 miles; offers over £750.—Martin, 149, Leeds Rd., Harrogate, Yorkshire. [3561]

1949 Austin A40 Devon sun saloon one owner, codeon Motors, Ltd., Sarnet, Herts. Tel. Barnet 4100 (private exch.).

(private exch.).

1948 (July) A40 Dorset saloon, 12,000, perf. cond., exch., 24, Riley, Austin 16, and cash; sell E750.—Tel. Wim. 0402. Gardiners Cottage. Parkside. Wimbledon Common. [3266]

Wimbledon Common. [3266]

A USTINS, A40 Devon salcons, choice of 3, mileages from 1,100, fitted full de luxe equipment, available immediately, colours blue and grey; prices from £485; trade and part exchange inquiries welcomed.—Car may be seen and tried at G. P. Moriey, Ltd., 54, Streathan, 111, S.W. 12. Tuise Hill 4488. [2530]

Austin A40 Cars Wanted

M THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—297 Euston Rd., N.W.1. [0957 R. C. WIMBUSH, Ltd.,

Wish to purchase for cash good Austin A40.-312. Earls Court Rd., S.W.5. Fremantle 8401/2. | 2332 ROWLAND SMITH'S, the Austin A40 buvers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041.

CAR MART, Ltd.

ONDON Distributors.

1947 Austin 12 saloon, 18,000 miles; £750.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston [3003]

H. A. SAUNDERS, Ltd., offer:-

1947 Austin 12 saloon de luxe, 14,000 miles, black; 1947 £225; choice of two.

1 A. SAGNOBERS, Ltd., Austin House, High Rd., Morth Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. JOHN CAMPBELL MOTORS offer:-

Austin 12 Ascot saloon, black with red lea-ters, ther good tyres, chassis, interior leather and coachwork in superb condition; £355—Eelow. 1947 [July] Austin 12 saloon, black with brown leather, 16,500 miles, condition as new; TOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. 1939 Austin 12, sun roof saloon, black, in excel-lent condition; £595.
PERARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [5176] 1 Cricklewood Broadway, N.W.E. GER. 2635.—Her-1938 Austin 12, in perfect condition; £375.—Her-bert & Mills, Church Rd., Ashford, Middx. [2466] L. F. DOVE offer:—1946 Austin 12, 19,000 mil. radio; £695,—69, Broadway, Wimbledon, S.W.I Liberty 3456,

Liberty 3356.

2305 —Austin II 1959 4-door saloon de luxe mechanically, all extra mechanically, all extra per solution of the solution of the

tained—Autowork, Ltd., Winchester, Tel. Winchester (2652)

1947 (September) Austin II sun saloon de luxe, biack, leather, 8,000 miles, 1 ower; £850.

L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [2869]

2 hp Austin saloon, 1947, black, brown hide upholostry, low mileage, faultiess condition; £750.—Recommended by Austin Blouse, 144, Golders Green Rd., N.W.11. Speedwell 0011.

1946 (July) Austin 12 saloon, black, brown hide throughout, one owner, superb condition; £725; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274. [2917]

1940 Austin 12/4 4-door de luxe saloon, taxed year, indistinguisable from 1947, mechanically, coachwork and interior excellent; £475.—Collon's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maids Vales 134, 7853, 5468.

M THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297. Euston Rd., N.W.1. Euston 1212.

A USTIN 12 wanted, not earlier 1939.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638, 15066 ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead Stead High St. (Hampstead Tube). Hampstead [092]

1937 -8-9 Austin 12 saloons and limousines wanted.
—Motourists (London), Ltd., East Finchley
Station, N.2. Tudor 2501-2.

Quantum Color of the Color

cash available.—Cantestus; source of the control of

NORMAN ROUNDHILL, of Ashstead, offers 1935 Austin 14 Goodwood saloon, one private owner, low mileage, repainted, in exceptional condition throughout: £299. Tel. Ashtead 54.

CAR MART, Ltd.

LONDON Distributors.

1949 Austin 16 saloon, radio, 4,000 miles; £.,025.

1948 Mart, Ltd., 297, Euston Rd., N.W.1. Euston Rd., N.W

1949 Austin 16hp saloon de luxe, 4,000 miles, radio; £995.
1948 Austin 16hp saloon de luxe, 11,000 miles; £985. H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). [3149]

A CE SERVICE STATION (LONDON), Ltd. A Austin 16 saloon, original and remarkable condition throughout, £295; also long chassis 7-seater, £255.

NORTH Circular Rd., Stonebridge Park, N.W.10.

CHARLES RICKARDS, Ltd., the house of standing and repute.

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1949 (Jan.) Austin 16 saloon, 8,000 miles, one
1949 (where: £925.

56 Bayswater Rd., W.2 (next door to Lancaster Gate
Tube Station). Tel. Paddington 1820. [2780

1948 Austin 16 saloon, 15,000 miles, superb condition; £795 or £195 deposit, balance 1-3

Jack STONE & SON. 221, Upper Richmond Rd...
Putney, S.W.15, Tel. Putney 2276-7 and 1054-5 day
and evenings.

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin 16 salton, black/brown leather, 5,000 miles, radio.

GORDON CARS (LONDON), Ltd.—1948 Austin 16 salton, black/brown feather, radio.—Below.

GORDON CARS (LONDON), Ltd.—1948 Austin 16 Salton, black/brown leather/cloth, 2,200 miles only.

GORDON CARS (LONDON), Ltd.—1948 Austin 16 Salton, black/brown leather/cloth, 2,200 miles only.

Gordon House, 575, Euston Rd., N.W.1. Euston 6611.

Cass's MCTOR MART.—1948 Austin 16 salon, black.

Cass's MCTOR MART.—1948 Austin 16 salon, black.

Willed Martin Statement Stat

1946 Austin 16hp saloon, black, blue leather upholstery, £10 tax; £675.—Walton-onThames Motor Co., Ltd. Walton 200.

1948 Austin 16, black, brown leather, new condition throughout.—Dobsons Ltd. Austin
48, austin 18, black, brown leather, new condition throughout.—Dobsons Ltd. Austin
1012

4 USTIN 16 saloon, unregistered, immaculate condition.—Robin Hood Garage (Anerley), Ltd. 37–98,
Croydon Rd. Anerley, S.E 20. Tel. Sydenham 7666-7,
18913

1948 Austin 16, 3,600 miles only, indistinguishable from new; £965; 50 other used car.—8, 6 New Cross 4444,

Smith (Motors), Ltd., 15-19, East Dulwich Rd., S. 8.22.
New Cross 4444.

11049

9 5 cns.—Austin 16, 1949, de luxe 4-door saloon, black, sliding head, brown leather, one careful where the state of the

Austin Sixteen Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. (1985)

Euston 1212.

R. C. WIMBUSH, Ltd.,

WISH to purchase for cash good Austin 16s.—512.

WISH to purchase for cash good Austin 16s.—512.

Earls Court Rd., S.W.5. Fremantle 9401.2. (233).

IGHT CAR Co., of Derby, require: 1947-8 Austin 14.

Long Court ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead stead High St. (Hampstead Tube). Hampstead (1992) POST-WAR Austin 16 required, cash payment.—
Moriey, 54, Streatham Hill, S.W.2. Tulse Hill
(0852)

URGENTLY wanted for client, low mileage Austin London, W.2. Tel. Pad. 3075-6.

AUSTIN EIGHTEEN

1939 Austin 18 Windsor 7-seater.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1.

15829 1937 York 7-seater, completely reconditioned, £250 spent, magnificent car, £475.—Tel. Pal.

1936 Austin 18 saloon de luxe; £140.—L. F. Dove, Addiscombe Rd., Croydon, 12866

1938 Austin 18 Iver 7-neater limousin N.W.2. Gladstone 2226. A WELL-KEPT Austin 18hp limousine, reg. 18/11/35, 7-seater, suitable hire car; £275.—42, Keyes Rd., N.W.2. Gladstone 2035.

A USTIN 18hp Tickford saloon, 1938 model in immacu-late post-war condition, 25,000 miles only, one owner; £600.—Sands, Burnham, Bucks 85. [2882] 1939 Austin 18 Windsor long chassis, 7-str £895.—British & Colonial Motors Upper St. Martin's Lane, W.C.2. Tem. 5588

1030 Austin II 7-seater limousine, finished with blue leather, in magnificent continuoushout; £745.—Harry Martin, 25. Devonshire Mews, London, W.1.

Mews, London, W.1. [2708

1938 Austin 18 7-passenger limousine, black with brown leather upholstery, milease 41,000, privately owned, exceptional condition; £755—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242, [2406

A USTIN 18, 1938 Windsor I.w.b., face-forward accasionals, been privately owned, never used as Laxi, immaculate condition, £650; terms, exchanges,—Draysey Motors, 529 Coventry Rd., Small Heath, Elbert Milkham 10, Vic. 0460,

mingham 10. Vic. 0460.

22.95 — Austin 18 long chassis 7-passenger 75504

22.95 saloon, 1955-6, black, blue leather, easy clean wheels, etc., not immaculate but runs very well; face forward occasionals; suit hire man requiring good serviceable and economical vehicle.—See below.

24.95 — Austin El Challont 7-rassenger limousine, chrome with leather front and rear, glass division, face forward seats; whole car in really good condition.—See below.

forward seats; whole car in really good condition.—See below. 27 5 —Austin IB Iver 7-passenger enclosed 1988, handsome and most important to the season of t

Street.

365 gns.—Austin III 1937. Tickford all-weather carefully used, exceptional condition; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

R. C. MORTLAKE offers:— 1937 Austin 18 (1527).

Impousine division, face-forward seats, recursions 1937 York "passenger saloon, one private owner, immaculate, blue, blue leather; 1938 Windows aloon, black, maron leather one private owner; convenier hire-purchase terms.—253, Kensal Rd., W.10 Laddroke 3155.

AUSTIN EIGHTEEN
LIMOUSINES 1936 Chalfont, 7-forward, leather discs,
black, private really desirable condition. £355.
SEVEN Seaters 1936/1939 Saloons, selected carriages,
leather throughout, black, excellent tyres, certified

Seather throughout, seather and the property of the property o

Austin Eighteen Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. ston 1212. ROWLAND SMITH'S the Austin 18 buyers.—, stead High St. (Hampstead Tube). Ham -Hamp

4041.

"SEATERS 1937/39/39 also Norfolk Saloons required, maximum paid. Alpe & Saunders, Providence Court. Grosvenor Square. Mayfair-2934!

ROENTLY wanted, good condition Austin cas.—
ROENTLY wanted, good condition the Station, 199, High Rd., Loughton, Lesex. Loughton 119. [2437]

USTIN 18hp 7-seater limousines and saloons wanted good condition distance no object.—Green & Zonis 1, 246-252, Deansgate, Manchester, 3. Tel. Deansgate

S323-6. (6977
CRIPPS OF NOTTINGHAM urgently require all types
18s 7-seater saloon and limousines.—R. Cripps &
Co., Ltd., the Midhands limousine specialists Parliament St., Nottingham. Tel. 44558. (10532
USTIN 18hp 7-str., 1935/6/7, with or without
division, any condition, wanted by private buyer,
ach watting, all letters answered distance no object,
full details and price required to—Mr. Hanks, ?. Cedars
det., Chiswick, London, W.4.

Nd., Chiswick, London, W.A.

AUSTIN TWENTY

IMOUSINE 1937/1938 selected Mayfairs, partition, 7-forward, black, leather, unquestionable condition carriages and the condition of the condition of

7-SEATER Limousines 1937/1938-also 28hp—details please, Alpe & Saunders Providence Court. Gros-venor Square. Mayfair-2941.

venor Square. Mayfair-2941. [2884

AUSTIN TWENTY-EIGHT

AUSTIN 28hp 8-seater limousine, 1939 model, excellent
throughout, one owner; £800.—Sands, Burnham.
[2880]
[2880] CAR MART, Ltd.

ONDON Distributors. 1949 Austin Sheerline saloon, 5,000 miles; £1,685.
—Car Mart, Ltd., 297, Euston Rd., N.W.1.
[3005] T. A. SAUNDERS, Ltd., offer:-

1949 Austin Al25 Sheerline saloon de luxe, heater, 1949 radio, etc., black; £1,595. 1, A. SAUNDERS, Ltd., Austin House, High Rd.. North Finchley (100 yds north of Tally Ho! Corner).

GORDON CARS (LONDON), Ltd.—1946 (August)
Austin Princess saloon, indistinguishable from new.

Below.

GORDON CARS (LONDON), Ltd.—1949 (Jan.) Austin
Sheerline saloon, grey, 8,000 miles, new condition.

Gordon House, 373, Euston Rd., N.W.I. Euston 6511.

USTIN Princess 1949, 3,000 miles only, one owner, condition as new; £1,950.—Jewson, "Orchardon," Boars Hill, Oxford. [3449

1849. The state of the state of

1949 Austin Sheerline, in polychromatic grey, accept reasonable discount off list price.—Mansfield; 42.
Mountjoy Rd., Huddersfield. Tel. 4613.

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd., London distributors, wish purchase Austin Sheerline and Princess cars.—2. Euston Rd., N.W.I. Euston 1212.

REGIONAL DISTRIBUTORS

TIRE car and limousine specialists.

HIRE car and limousine specialists.

WRITE for details and location of cars to
SALES Dept.: 45, South Audley St., London, W.1.

Austin IB 7-seater limousine, leather throughout, splendid condition; £825. Also 1948 amail milesare. £895.
GEORGE NEWMAN & CO., 369, Euston Rd., London, N.W.I. Euston 446.

CA N.W.1. Euston 4466.

2440 —Austin 12hp 1938 Ascot de luxe saloon genuine 51.000 miles, engine just overhauled. 1 previous owner.—Below.

256 — Austin 18ch October. 1946, saloon, black brown hide, H.M.V. radio. low milesre.—Robbins. East Putney. Tel. 4521. [2586]

1949 Austin Miscellaneous
Austin Idap Metropolitan Police type taxicab,
4353.

A303.

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their was stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax, 4801-5.

Austin Missellaneous Cars Wanted

R OWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041, [0926] C. G. NORMAN & Co.,

A UTHORIZED Austin dealers, are buyers of low-mile-age Austin cars of any horse-power.—46-52, Vaux-hall Bridge Rd., London. S.W.I. Victoria 7611-6. JACK OLDING, Ltd., 8-10, North Audley St., W.1, Austin retailers, require cars in first-class condition. —Mayfair 5242.

WEYBRIDGE AUTOMOBILES, Ltd., the Austin dis-tributors, urgently require late type Austins.—Tel. Weybridge 253. CHARLES RICKARDS, Ltd., wish to purchase good used Austin cars.—56, Bayswater Rd., W.2. Paddington 1820.

We will purchase your Austin for cash; all urgently required.—Corbitt & Taylor, 26, Mews, W.2. Amb. 6049.

A USTIN 8, 10, 12 and 16hp saloon; late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 8161. 1938/59 Austin 10 or 12 required, must be and genuine mileage stated.—Wilson Trinity Gdns., S.W.9. Brixton 4011.

U RGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayawater 0.336-7-8

Ol36-7-8 [1039

NORMAND, Ltd.

THE best service only; highly skilled mechanics, with efficient supervision.

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ONDON distributors, spare parts for all models cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd.,
N.W.9 Hendon 6500 and at 16. Uxbridge Rd.,
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UTHORIZED Austin dealers.

A UTHORIZED Austin dealers.

SPARE parts and components in stock. -46-52. Vaux-hall Bridge Rd. London. S.W.l. Victoria 7611-4 FOR Austin mudguards, running boards, 1931-39.—
Brooks, 85, Queens Rd., Brighton. (0382)

S. G. SMITH MOTORS, Ltd., for Austin spares and service.—13/19, East Dulwich Rd., S.E.22. News BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Austin spares, sales and service.—209, [0504]

A USTIN reconditioned engines and gear box units; also spare parts for all models.—Sands, the Austin People. Burnham, Bucks 84.

People, Burnnam, Bucks 84.

ROCKHURST OARAGE.—Harrow agents for A sales service, spares, reconditioned units.—Uxi Rd.. Harrow Weald, Middlesex. Tel. Grimsdyke ?

A USTIN 7 spares, any year, any part, largest sto in U.K.; exchange units.—Try Northwood's 45-47, Newington Causeway, S.E.1. Hop. 2832, 28

A USTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield. 2. Tel. 22976. [7285]

USTIN spares.—Largest stecksits in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., SW.19. Wim. 0128.

S.W.1.9. Wim. 0123. [0614]

PRYNN & STEVENS. Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lang. S.W.2. Brixton 1155.

BENTLEY (31/4 & 41/4-litre)

B JACK BARCLAY, LIMITED.

ARGEST Official Retailers of Rolls-Roy e and Bentley: Stock List of used models on request to 12-13, St. George St. Hanover Sq. London, W.1. (0067)

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ORTHERN Bentley specialists.

Note the Art of Standard saloon in black, with light blue leather.

1947 Mark VI standard saloon in black, with light blue leather.

1947 Mark VI standard saloon, metallic grey, with grey leather.

1939 44-litte with overdrive, fitted special 4-door sports saloon by Rippon.

1937 44-litte with 4-door sports saloon by Park Ward.

1934 54-litte 4-door sports saloon.

rther particulars contact the largest Bentley Rippon Bros., Ltd. Huddersfield 6340 (5 lines).

ARGE stock of 31/4-41/4 Bentley cars for disposal. H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair BENTLEY (3% & 4%-litre)

R OWEN, Ltd.,

Royce cars, offer the following from their carefully selected stock;—is offer the following from their carefully 1948 Bentley Mark VI standard saloon by Bentley Motors. Ref. H.5666.

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1935 Bentley My-litre drop head coupe by James Dentley My-litre drop fixed head saloon by Thrupp & Maberly. Ref. H.3742.

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A LL the above cars are in superlative condition; all carry our unique six months; guarantee; full particulars on enquiry, quoting make, hp and reference H. B. OWEN, Ltd.,

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OLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of R. Owen, Ltd. at Swain Corner. North Circular Rd., rent Cross, Hendon, N.W.4, Tel. Speedwell 1186-7.

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1936 Bentley 4½-litre sports saloon by Barker.
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1946 Red. H. 3½-litre sports saloon by A. Mulliner.
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OFFICIAL Rolls-Royce and Bentley retailers,

OFFER:-

MARK VI Bentley standard saloon, finished black with brown leather upholstery, moderate mileage, first registered April, 1948; 2.5,500.

MARK VI Bentley standard saloon, finished pearly grey with blue leather upholstery, moderate mileage, first registered June, 1947.

4. litre Bentley with overdrive rasor-edged sports bentley with overdrive rasor-edged sports. An ultra property of the property o

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INVITE you to call and inspect their unique selection
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1937 (January) 4½-litre Bentley, with special
sports saloon by Park Ward, black with
green upholistery, speedometer reading 51,000, chassis
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[3043]

DHILIP RICKARDS, Ltd., offer:-

1937 Bentley 44-litre saloon, black/grey, 62,000 miles.—4. Brick St., Park Lane, London, (2943 MANN EGERTON & Co., Ltd., offer:-

DENTLEY Mark VI steel saloon (July, 1947), black with grey leather upholstery, mileage 12,300, one owner, immaculate condition throughout.

BENTLEY 4½-litre (Overdrive) 1939, black with blue leather upholstery, many extras, including Ace super discs, spare wheel cover, press button radio, tailored loose covers, etc.

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THE SERVICE GARAGE have been instructed to seli:— Mark VI Bentley (May, 1948) standard steel saloon, 15,390 miles, immaculate; offers over £3,500 re-d.—85, East Hill, Colchester. Tel. 2772. [2820

1948 Bentley Mark VI utility 5-seater; £2,950.
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GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466.

CHARLES FOLLETT, Ltd., Accredited Bentley and Rolls-Royce Retailers and Repairers, offer10 48 beige leather, one and the self-saigon, black, superb order, passed by makers; 28,750, 14,000 miles, 18, Berkeley St., W.I. May, 6266.

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1935 (Dec.) delivery 3½-litre Bentley, with 3-door pletely overheauled by Bentleys.

PADDON BROS., Ltd., 60, Cheval Place, Bouth Renaistron, London, S.W.7 (Ken. 9477-8), and East Lodge (Works, Bolmwood, Dorkins, Surrey (Jorking 73246). M CAR MART, Ltd.

1948 Bentley Mark VI Steel saloon, 9,000 miles; N.W.1. Euston 1212. [3006]

1935 Bentley 3½-litre Park Ward saloon, rear Bucks Motor Co., Ltd., Aylesbury, 164. Bucks Motor Co., Lid., Aylesbury, 164,

NEW and second-hand Bentley cars on exhibitors

Hooper & Co. (Coachbuilders), Ltd., 54, St. James's

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Cars. DENTLEY 44-litre Park Ward saloon, B.L.E. series (1959), magnificent condition; £1,875; exchanges, terms, guarantee.—Swammor Garage, 1,176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1022.

1022.

BENTLEY 3/2-litre Thrupp and Makerly 4-doos saloon, 1935, but very modern and superb condition £975; exchanges, terms, guarantee.—Swanmore Garage, 1,176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1022.

DENTLEY Mark VI saloon, grey with grey leather upholsters, first registered 5.1.1949, fitted with H.M.V. wireless, interior heater and demisting mileage under 5.000, one private owner, in immaculate condition by the saloon of the saloon of

Oxford 2485. [1165]
1937 (Oct.) Bentley 4½ Continental foursome drop
head coupe of special design by Van Den
Plas, lavishly equipped and in magnificent conditions
he most attractive pre-war Bentley available; chassis
No. B149KU; £1,575.—Harry Martin, 23, Devoshing
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Place Mews, London, W.I. 2-door semi-rasor edged 1948 Bentley Mk. VI 2-door semi-rasor edged in black with blue hide upholstery one careful owner only absolutely perfect and immaculate and complete with aboutely perfect and immaculate and complete with nam Court, Charles St., Leicester, Tel. 6032. (5243 1907) had a seater coupe body in Barker, with commodious incorporated rear locker; incuriously equipped bumpers, wheel discs, twin horns, pass lamp, loose seat covers, radio, black and chromium with red leather upholstery, a beautifully alianed and imbosing car; £1.485; terms, exchanges.—H. F. Edwards, 154. Gt. Titchfield St., W.I. Langham 0012.

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1929 4½, salcon, good engine. £190.—Heminaway, 7Merton Rise, N.W.S.

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5mith, W.6. Riverside 2881-2.6, King St., Hammer5mith, W.6. Riverside 2881-2.6, King St., Hammer5mith, W.6. Riverside 2881-2.6, King St., Hammer5mith, W.6. Riverside 2881-2.8, King St., Hammer5mith,

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OUR demand is urgent.

WNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 2935. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks, Tel. Halifax 3944, (0315

THE CART MART. Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212.

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MODERN 3½-4½ urgently required mechanically sound, details and cost please. Priest. 2, Providence Court. With the margine of condi-

MODERN 3%-4½ urgently required mechanically sound, details and cost please. Priest, 2, Providence Court, W.1. It is most anxious to purchase good (2889) BARTLETI is most anxious to purchase good (2089) Bettiers, 25%, Pembridge V.1503. W. Hongently required, good 3%-litre or 4½-litre prewards of the sentley.—Hatfield, 184, 6t. Titchfield St. W.1. Langham 0012. POND STREET, Ltd. have new to have details of any Bentley cars for disposal.—Market of the sentley.—Hatfield, 184, 6t. Titchfield St. W.1. Langham 0012. POND STREET, Ltd. have new to have details of any Bentley cars for disposal.—Market of the sentley and used cars in stock, and are always interested to have details of any Bentley cars for disposal.—Market of the sentley of th

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1948 Bristol 400 saloon, low mileage, black, beige condition; £1.895.—
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Bristol 2-litre type 402 convertible drop head coupe, in the property of purchasing one of the finest cars built in the world the couper of the finest cars built in the world the couper of the finest cars built in the world the couper of the finest cars built in the world the couper of the finest cars built in the world the couper of the finest cars built in the world the couper of the finest cars built in the world the couper of the finest cars built in the world the couper of the finest cars built in the world the couper of the finest cars built in the world the couper of the finest cars built in the world the couper of the finest cars built in the world the couper of the finest cars built in the couper of the finest cars built in the couper of the finest cars built in the world the finest cars built in the cars of the finest cars built in the cars of the finest cars built in the cars of the cars

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\$2300 -Bugatti type 46 5-litre saloon 1931, £280

PART exchanges welcomed.—35, Marylebone Lane, Wigmore St., London, W.1. Welbeck 3065. [3350

195 gns.—Bugatti, 1929, 1½—litre type 40 5.4—seater good condition: terms, exchanges, list; open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead to 41. [3273]

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1938 Buick Viceroy saloon, 25,000 miles; £650.— Venor 3434. Car Mart, Ltd., 150, Park Lane, W.1. Gros-(3007)

1939 Buick Viceroy saloon.
CUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1.
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1947 Buick 51 super saloon, colour blue, l.h.d., 25,000 miles, grey cloth upholstery, attend

1947 Buick 51 super saloon, colour black, r.h.d., 9,000 miles, grey cloth upholstery, fitted

1947 5000 miles, grey cloth upholstery, nated radio and heater.
1947 Buick 51 super saloon, colour black, i.h.d., low milesge, grey cloth upholstery, fitted with radio and heater.
1947 Buick 51 super saloon, colour black, r.h.d., low milesge, grey cloth upholstery, fitted with radio and heater.
1947 Buick 51 super saloon, colour black, r.h.d., low milesge, grey cloth upholstery, fitted radio and heater.
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W.1. Mayfair 3360. [7249]
ARCHIE SIMONS & Co., Ltd.—1937 Buick 4-door drop head coupe, small mileage; £495.—94, Gt. Portland Street, W.1. Lan. 1343. [2856]

12865 1947 Buick saloon, Type 71, 17,000 miles; £2,200. —L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 5066. 1939 Buick 30hp saloon, one owner, nice £750.—Central Motora (Pad.), Ltd. Harrow Rd., W.2. Pad. 0766.

1937 Buick limousine, black, brown le throughout, seat 6 inside, immacula R. C. Mortlake, 255, Kensal Rd., London, W.10. broke 3155.

broke 3155. [341]

1939 Bulck Albemarle drop head foursome coupe, exchange artremely good condition; outright sale or exchange smaller car.—Greenways. Lockerley, Nr. Romsey. Tel. Lockerley 312.

1939 Bulck 31hp black saloon for sale, has only done 40,000, well maintained and in good order, owner leaving country; what offers?—G. 8. What, Wireless College, Colwyn Bay.

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absolutely faultiess mechanically, outstanding performance; this vehicle is an absolute kift at this price;
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AMBS OF WOOD CIRERY, MARKET STATES AND LICK Late 1987 30h Viceroy saloon de luxe, colour black, brown hide upholstery, low mileage; this car is in wonderful condition, coachwork and chrome as new, chrome rims on all wheels, tyres as new, chrome rims on all wheels, tyres as new, 2 spares, and the condition of the bargain; price 5295; first caller will purchase.

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495 seater convertible coupe. light tan and chocolate, fawn leather, built-in radio, 2 spare weeks; very carefully used, exceptional condition; terms, exchanges, list; open

IMOUSINE, 1989, partitioned, 7-forward, 15274
\$1,000, unquestionable condition, radio, privately
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Grovvenor Souare, 2941-Mayfair, 12900

Buick Cars Wanted

7-SEATERS private L'mousines required, cash waitfing. Alpe de Saunders, Providence Court, Grosvenor
Souare, Mayfair-2941, 12985

SEVEN-SEATER Bulck Cars Wanted
SEVEN-SEATER Bulck limousine, with partition,
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Ashline. Ltd., Quarry Hill. Tonbridge 2396. [1368
SOLE concessionaires, Lendrum & Hartman, Ltd., will
bruse, Albemarle St. London, W. 1 Regent 7121. [0304
Bulck Spares and Service
CROWN wheels and pinions for all Bulck models,
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BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Eigst 1911

1938 Series 75 Caddillac Imperial limousine, 9,000 miles, as raw; 62, 625 Euston Rd., London, GEORGE NEWMAN & Co., 569 Euston Rd., London, G. N.W.1. Euston 4466. [3079]

1939 Caddillac limousine, late property King of Livation of Civy Alfredo & Co., Ltd., 6-7, Warren St., W.1. Custon 3268. [1353]

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1948 Chevrolet saloon, black, mileage 11.626, p. fect.—4. Brick St., Park Lane, London, W. Gro. 4772/3.

Gro. 4772/5.

1936 Chevrolet 30hp fixed-head coupe. beautifully
Ropt, £250.

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Sol. (Established over 40 years.) All our cars are
Grade 1 and fully guaranteed for 3 months. [340]

1946 Chevrolet 2-door 1.h.d. saloon exceptions condition; £875.—Park Garage (Molesey).
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1949 Chevrolet salcon, black fawn upholstery; £10
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1941 (regd. 1947) Chevrolet 2-dr. malcon, l.h.
Golonial Motors, Ltd., Upper St. Martin's Lane W.C.2.
Tem. 3589.

1948 Chevrolet 2-door fixed head coupe, radio, heater, covers, etc., small mileage, beautiful condition, \$1,475.—Sidner Marcus. Ltd., 33, Sioane St., S.W.1. Tel. Sloane 5577-6970.

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Distributions for London & Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem.

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1938 (October) Chrysler 24hp saloon, I owner, 36,000 miles only, practically as new in every respect; 2565.—Clayton's Cars (London), Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines), 36,000 miles only property of the control of the

19303. (Nov.) Chrysler Plymouth 4-door saloon, 1000 covers, colour grey, push button radio, spare wheel unused, whole car immaculate; £1,590.—Simm, 19, Bennett Rd., Higher Crumpaall, Manchester, 8. 19455. 145 gns.—Chrysler, Oct., 1934, 20hp Kew de luxe door saloon, dove grey, silding head, fawn leather very good condition; taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowiand Simh, Hampstead, (Hampstead Thist.)

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T - SEATERS 1937/38/39 Royal-Wimbledon-Dodge privately owned Limousines required. Also Providence Court. Grosvenor Square. Mayfair-2941. 2890
SEVEN-SEATER Chrysler limousine, with partition, suitable for hire work.—Particulars and price to Ashline Ltd.. Quarry Hill. Tombridge 2396. 1187

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CHRYSLER spare parts and engines for all models from stock.—Carmo, St. John's Wood Roundabout, N.W.S. Pri 0141. N.W.S. Pri 0141.

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd. London, S.W.12

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With the light of the later upholstery, sprung steering wheel, 1928 Citroen saloon, black, with beige 1965 of the later upholstery, sprung steering wheel, 1928, offer with later upholstery, sprung steering wheel, 1928, offer with later upholstery, sprung steering wheel, 1930 motor, nearly new tyre; [8906]

ALL CITROEN SERVICE .F.S. MOTORS, Ltd., INGSTON BY-PASS HOAD. INSHER ALES and Service. HONE: Emberbrook 3000. DISTRIBUTORS CITROEN

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1946 Citroen Light 15 saloon black/brown hide, one careful owner, maintained by ourselves: $old N^{
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1946 saloon de luxe. Light 15, black, red upholscellulose, trimming, etc., practically faultiess, brakes relined. cellulose, trimming, etc., practically immarked; £695.

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1931.

£215 .—Trade inquiries only, 1939 Citroen Light 15 salcon; requires some attention.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds.
Tel. 2381 and 3115.

CITROEN 15 saloon, black, brown leather, 30.8.47; £650.—Roberts, "Sunnybank," Newton, Swansea. CITROEN 12.9 f.w.d. 36 model, good running order, amart, clean appearance, taxed; £245 or near.—
'Phone Mou. 4545.

Phone Mou. 4545. [3254]
1946 (April) Citroen, black, maroon leather, sun throughout; £665. Also:— ne owner, superb condition throughout; £665. Also:— maroon, red leather, sne mileage; £675. Also: 1949 Citroen, mist green, fawn mileage; £675. Also: 1949 Citroen mist green, fawn leather, \$00 miles, new condition; £925; exchanges, deferred terms.—John S. Truccott, £4d., 175, Westlement, Marchanges, 1959. [2813]

1936 Citroen 15 de luxe salcon, reconç throughout, guaranteed, £280; payn Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. Vaugnas, 11, assesses as 5, specific and a fine from the first and a fine from the first and a first a

C. G. NORMAN & Co..

CITROEN distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vaux-hall Bridge Rd., London S.W.I. Victoria 7611-6
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ROWLAND SMITH'S, the Citroen Suyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041. H. W. MOTORS, Ltd., always require first-cla Citroens. Tel. Walton-on-Thames 783 and 1487.

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POST-WAR Citroen required, cash payment,— Morley, 54, Streatham Hill, S.W.2. Tulse Hill [0853] A CE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars,—North Circular Rd., Stonebridge Park N.W.10. Elgar 5585 (5 lines). (6774

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DOWES ROAD GARAGE & ENGINEERING Co., Ltd.,
Bowes Rd., M.11 (Bow 2284), specialists on Citroen
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to the conditioned 48-hr.; appares stocked. [2668]

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1948 Daimler foursome drop head coupe, grey, with red leather, Radiomobile, heater and many extras 2.560 miles only.
1947 Daimler 2½-litre saloon, blue, with blue 1947 Beather 6.000 miles only.
TOM GARNER Ltd., 10-12, Peter St., Manchester 2. Blackfrairs 2685-6 [2793 DAIMLER 20hp saloon 1935, only 17,500 miles, chauffeur maintained, perfect condition.—Box 2790,

CAR MART, LM. DAIMLER 1948 Daimler 24-litre saloon radio, beater, 10,000 rd., N.W.I. Euston 1212.

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OFFER the following:-

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1948 (Sept.) 21/2-litre Daimler saloon, 10,000 miles, blue with blue leather, any trial.—47. Sloane St., S.W.1. Tel. Sloane 9288. (2321 RUSSELL MOTORS (ENIGHTSBRIDGE), Ltd..

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1948 18hp 2½-litre 6-lt. Daimler salcon, grey with tion throughout; £1,575.

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DAIMLER 16/20 1933, excellent condition Mulliner saloon; best offer over £200.—Tel. Rainham Essex 1935 Daimler 15hp saloon, engine recently re-Phone Claygate 2816.

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20
Wilton Row, S.W.I. Sloane 4665.

1936 Daminer 15hp sports saloon. engine overhauled Dec. bill available; £280 or offer.—
Witt Jack, Hillsleigh. Godalming. Surrey. [2804

1938/9 E.L. 24 Daimler limousines, indistin50, Wilton Row, London, S.W.I. Sloane 4665. [1805

50, Witton Row, London, S.W.I. Sloane vocs. 11800
20 5 gan.—Daimler New 15, 1937 model. 16.2hp 4preselector, good countries items, exchanges.—Rowand Smith, below
10 5 gas.—Daimler 15, Oct., 1934 de luxe 4-door
10 5 gas.—Daimler 15, Oct., 1934 de luxe 4-door
preselector, good tyres, very good condition; terms, exchanges, list: open 9-7 week-days and Saturdays.—
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1938 Dalmier E.L. Series 7-seater limousine, black, upholstered blue leather throughout, one private owner; 850.—R. O. Mortiake, 253, Kensal Rd., London, W.10. Ladbroke 3155.

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AIMLER 2½-litre 4-door saloon (reg Aug. 1948), Inished navy blue, blue leather upholstery, small mileage, one owner, cost nearly £2,000; offered at £1.595 by Austin House, 144, Golders Green Rd., N.W.II. 1, Speedwell 0011.

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THE CAR MART, Ltd., wish to nurchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. ROWLAND SMITH'S, the Daimier buyers.—Hamp-stead High St. (Hampstead Tube). Ham 6041. UROENTLY wanted for client, low mileage Dai 214,-litre salcon.—S. Morris & Co., 29-31, Edgr Rd., London, W.2. Tel. Pad. 3075-6.

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L IMOUSINE Modern 24hp-32hp required. Details
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1937 Delage saloon, cream and red, a car for a man who can drive fast; £495.—R.E.P. Garages, £4d., 303-6. King St., Hammersmith, W.S. Riverside 2881-2.

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[2407]

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1939 Master de luxe asloom in much above averantin horns, spot light, free wheel, new battery, good trith horns, spot light, free wheel, new battery, good trith horns, spot light, free wheel, new battery, good trith horns, spot light, free wheel, new battery, good trith horns, spot light, free wheel, new battery, good trith horns, spot light, free wheel, new battery, good trith horns, spot light, free wheel, new battery, good trith horns, spot light, free wheel, new battery, good trith horns, spot light, free wheel, new battery, look and the spot light of the week of the spot light of the spot

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1939 Flat 500 cabriolet, just recallulaced cream and red in sphendid condition throughout any trial; £275.—High Rd. Wembley. Arnold 5221-2. [164]

2295 Excellent condition throughout. Press in Sphendid State of State

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MAYPAIR GARAGES, Lid., Balderton St. (opposite Selfridges), VI. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call.

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1644.

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EXCELLENT selection of rebuilt Shp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1051/2.—W. Harold Perry Ltd.. Station Bridge, Wealdstone, Harrow. Middlesex. (0099 H. A. SAUNDERS, Ltd., offer:—

1949 Ford 8 Anglia saloon, 4,900 miles; £535. H. A. SAUNDERS, Ltd., Austir House, High Rd., North Pincheley (100 yds north of Tally Ho! Corner), Hillside 0024. DAGENHAM MOTORS, Ltd., Ford main dealers.

DAGENHAM MOTORS. Ltd. Ford main dealers.

1949 Ford 8hp Anglia, black, 2,800 miles.

1948 Ford 8hp Anglia, black, 2,300 miles.

1948 Ford 8hp Anglia, black, 9,000 miles.

1948 Ford 8hp Anglia, black, 9,000 miles.

1947 Ford 8hp Anglia, black, 12,000 miles.

1948 Ford 8hp Anglia, green, radio, 5,000 miles.

1948 Ford 8hp Anglia, black, 13,000 ford 18 miles.

1948 Ford 8hp Anglia, black, 2,000 miles.

WADOOL MOTORS, 150, West End Lane, N.W.6. [2771 330 miles, 1949 Anglia saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane. W.C.2.

1949 Ford 8 Anglia saloon, black with brown leather, cloth upholstery, 7,000 miles, as HARVEY, HUDSON & Co., Ltd., High Rd., Sth. Woodford, E.18. Wanstead 0056.

1946 Ford Anglia saloon, black, in recommended condition throughout, £395; also 1935 Ford saloon. £275 FERARIS OF CRICKLEWOOD, Ltd., 200-220.

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1947 Ford 8 Anglia, black and red, spotless; £435. S.W.3. Fla. 7345. 1947 Ford Anglia saloon, 14,000 miles, exceptional islance 1-3 years. SON, 201 Unper Richmond, Rd.

Salance 1-5 years.

JACK STONE & SON, 221, Upper Richmond Rd.
Putney, S.W.15, Tel. Putney 2276-7 and 1054-5, day
[3309]

FORD Anglia, November 1948, 11,000 miles, faultiess condition; £485.—Pantiles Service Garage, London Rd., Guildford 5326.

Rd.. Guildford 5326. Ti878

1947 Ford Anglia, an exceptional car; £420; see page 32.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (3050

1938 (October) Ford Shp saloon, black, reconditioned throughout; £285.—Haskins, 155, Ladbroke Grove, W.10. Ladbroke I155. (3030

1939 Ford 8 (March) recond, engine, new conditional through, total mileage 28,000, very smart car; £285.—Tel. Southend 46589.

mart car: £283.—Tel. Southend 46589. [1842]

A RTHUR E. GOULD, Ltd., 290.292, Regent 8t., W.I.
Langham 1594.5.—1946/8 Ford Anglia salcons,
low mileage, all guaranteed; also earlier modela. [7536]

£265,—1938 Ford 8 salcon, black, red interlor,
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just fitted, taxed.—Peterham Garage, Ltd., Petersham
Mews, 8. W.7. West. 4106. [2532]

MAKIN & HARRISON, Ltd.—1949 Ford 8 Anglia,
Makin & Harrison, Ltd.—1949 Ford 8 Anglia,
guarantee; terms, exchanges.—492/6, Chiswick High
Rd., W.4. Chiswick 0558.

1940 Ford Anglia, black with red upholstery, whole
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195 ms.—Ford & n.s.) black, very good condition; terms, exchanges, list; open 9-1 week-days and Saturdays.—Rowland Smith, Hampstead (196). Hampstead 6041. £ 25 5 leather, fitted radio, economical car la attractive condition; terms, exchanges,—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate. Maryland 2536.

Ltd., 236, Romford Rd., Forest Gate, Maryland 2534.

£129 only.—1955-6 Ford 8 saloon, black, one owner fitted, recommended; open 3-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 6063-6.

1949 Ford 8 saloon, black with red upholater and Ace discs, 5,000 miles, a reality beautiful car; £35.

—Blue Star Garagee, Ltd., 617, Finchley Rd., N.W.

Ham. 2255.

1948 Ford Anglia salcon, abowroom condition, gine, heavy duty clutch, Shorrocks supercharger, 12v light and starting, A.V.C. dynamo, oil coli, Windtone borns, lifely winner of any standard car event, maximum Somph, cruises 65mph.—Corbishley & Son. 1538

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DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, 10586 AYMOND WAY, the hire-purchase specialists, are atill buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maide Vale 6044 (10 lines). [5134

FORD (10 h.p.)

AROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley N.12. Tel. Hillside 4444, and the Finchley N.12. FORD Prefect saloon (first registered June, 1948), 5,000 miles only, black with green leather; £650; Ford Prefect saloon (first registered June 1948), 9,100 miles; £6315.

FORD Prefect saloon (first registered September, 1948), black, cloth upholstery, 4,600 miles, absolutely as new; covered by Perry's three months; guarantee; £625.

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EXCELLENT selection of rebuilt Shp and 10hp almons available for immediate use. Il fully guaranteed. Tel. Harrow 1051/2.—W. Harold Perry Ltd., Station Bridge. Wealdstone. Barrow. Middlesex 0100 C. & S. MOTORS. Neasden

1938 Ford 10 2-door saloon, black with fawn behanical condition; 2255 cash, or £74 deposit.
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1949 Ford (new type) 10hp Prefect, 4,000 miles.
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1948 Ford 10hp Prefect black, green leather upholatery.
1948 Ford 10hp Prefect, black, green leather upholatery.
1949 Ford 1940 Frefect, black, green leather upholatery.
1948 Alphanol. W. I. Regent 4866; 374, Ealing Rd., Parkerson, Midds. Perrylae 5388; and 8 to 12.
1949 Sangley Rd., Catford, S.E.6. Hither Green 4821, 1958

Sangiey Rd., Catford, S.E.6. Hither Green 4821. [5028]
1939 Ford Prefect 2-door maloon, excellent allHLLINGDON MOTORS, 335-7, Long Lane, Western
Avenue, Hillingdon. Tel. Uxbridge 412. [506]
2925 — Ford Prefect 1939 2-door saloon exterior
ENMOTORS, 1, Citarendon Rd., Holland Fark, Lon(50 yards Holland Park Tube). Open Mon. to Sat, 9-6
(50 yards Holland Park Tube). Type 1948 Ford Prefect salong, 6000 will get

(50 yards Holland Park Tube).

FOR sale. 1948 Ford Prefect saloon, 6,000 miles, excellent condition; 2625.—Nultand, Glebe Farm, Rockbourne 244.

1939 Ford Prefect saloon, guaranteed, E290; Mews, S.W.7. Fro. 1319, Ford Prefect saloon.—British & 600 miles, 1949 Ford Prefect saloon.—British & Godonial Motors, Ltd., Upper St Martin's Lane, W.C.2. Tem. 3588.

1948 Ford 10 Prefect salson, 17,000 miles spare unused; £570.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [286] 295 any trial; choice of two.—G. P. (Balham), Ltd., 28, Balham Hill, 8.W.12 (100 yds. Clapham South Tube), Batt. 3117.

1946 Ford Prefect saloon, black, perfect through the court Rd., W.1. Euston 7503, 2334, 3526. Works Service Station: Marc St., Hackney, E.8.

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225 gns.—Ford 10 1938 (reg. Oct., 1939) saloon, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

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AROLD PERRY Ltd., main Ford dealers. Invicta Works, 278, Ballards Lane, North Finchley, N.12.
Tel. Works, 278, Ballards Lane, North Finchley, N.12.
Tel. Disc. With Saloon (first registered October, 1948), black with leather upholstery, complete with radio and heater, covered by Perry's three months' guarantee; 2550.
FORD V.8 Pilot saloon (first registered October 1948), black with cloth upholstery, 11,000 miles perfect condition throughout, covered by Perry's three months' guarantee; 2550.

guarantee; £950.

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Works. 279. Ballards Lane, North Finchley, N.12.
Tel. Hillside 4444.
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939 Ford V.S 22hp saloon, genuine bargain; £295. DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. McEINNON MOTORS, Ltd., offer:—

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1949 (Feb.) Ford V.8 Pilot saloon, black, brown
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1906.
Tel Wallington 3404.

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1948 (oct.) Ford V.8 Pilot saloon, green, belge hide uphoistery, 9,000 miles.
56, Park Lane, W.1. Regent 4966, 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 8 & 12, angley Rd., Catford, S.E.8. Hither Green 4921, 13029 £35 0 —1939 Ford 91A V.8 saicon, black, hide in-Bray MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490.

Brampstead 6490.

FORD Pilot, 1949, leather, black, heater, radio, 9,000 miles; £950 or near.—Hunt, Tel. Upper Warling-

ham 271.

1948 (Sept.) Ford V.8 Pilot saloon, blue, blue
respect; £55.

D. ROWE & Co., Ltd., The Hornet, Chichester.
2746.

19471. (2744)
1949. (Jan.) Ford V.8 Pilot saloon, finished green condition licensed radic; £925.
P. H. PEACOOK. Ltd., 219-221. Balham High Rd., F.S.W.17. Balham 4401.

1933 1948 (Dec.) Ford Pilot, blue, leather, radio, heater, combination secret switch, 11,000 miles; £925.—Campbell Symonds, Wembley 6262. [1277 ATE 1948 Ford Pilot saloon, 7,000, black leather, fitted radio, heater, etc.; £950, guaranteed.—Arthur Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5.

1949 American V.3 Ford saloon, mileage Marcus, Ltd., 33, Sloane St., S.W.1. Tel. 8 3557-6970.

1557-6970. 1947 American Ford V.8 saloon, L.H. drive, rs heater, 28,000 miles, faultless conditi £895.—Crawley, 48, Kensington Court, W.8. Wes radio

words, accompany to the sale of the sale o

DRIVATELY owned 1937 Ford V.8 salcon, original cellulose, new engine, interior heater, 5 new tyres, this car is perfect throughout, price \$252.—Tel. Capaberley 055, Camberley 1288 (evenilos, 1831.—1831.—1832.—Tel. Only press of the control of the

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CALL, write, or phone, Camden Motors, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115.

1948 (Sept.) FORD (V.8) saloon, black, brown hide, brown hide, berord V.8 Pilot saloon, black, brown hide, between the pilot saloon, black, brown black, brown pilot saloon, black, brown saloon miles; 2835; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 2878.

1937 model, 22hp, 4-door excellent could-

2 5 sns.—Pord V.8, 1937 model, 22hp, 4-do-tion; terms, exchanges list; open 9-7 weet-days at Saturday:—Rowland Smith Hampstead. (Hampstea Tube). Hampstead 6041.

Tube). Hampstead 6041. [3278]
12000 miles; Ford V.8 Pilot saloon, blue with radio, loose cover to front seat, fog lamp, heater, spotless condition, first registered November, 1946; £550; hise purchase and exchanges.—Golly's Garage, Laris Court Rd. S.W.S. Froblater 0065, 3929, [1550]

1948 registered Canadian, immaculate condition, covers fitted, right-hand drive, leather upon lost exercior, equal to new, loose covers fitted, right-hand drive, leather upholistery, £10 tax, excellent car; this car must be seen to appreciate condition. £850.—Collindale Service Station, 155, 157 159 Edgware Rd., N.W.S. Tell. Collindale 6122. [6185]

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ROWLAND SMITH'S, the Ford V.8 buyers.—Hamp
stead High St. (Hampstead Tube) Ham. 6041. JOHN S. TRUSCOTT, Ltd., urgently require first Ford Pilots.—173. Westbourne Grove, W.11.

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.I. Regent 4866.

WILLTY—FORD OR OTHER BODIES

1938 30hp Ford utility, new body, chassis reconditioned cost £100; £687.

CERGE NEWMAN & Co., 569 Euston Rd., London, N.W.I. Euston 466.

2375.—Ford V.8 6/7-seater utility, all-metal body, nice order throughout.—Autowork, Ltd., Winchester. Tel. Winchester 4834.

Ltd., Winchester. Tel. Winchester 4834. [2853]
1939 Ford Prefect chassis mounted with very street of the structure wooden utility bodywork, excellent condition throughout, four sealty, 2542, 200-220, Cricklewood Broadway, N.W.2. Gla. 2334, 200-220, Cricklewood Broadway, N.W.2. Gla. 2334, 5153 hooting brake, utility, a very attractive vehicle, first offer of £545 secures or £140 deposit, balance 1-5 years.

JACK STONE & SON, 221, Upper Richmond Rd., Putner, 8.W.15. Tel. Putney 2276-7 and 1054-5, day and evenings.

and evenings.

225 gna.—Ford V.8, Nov., 1936, 50hp, fitted 4-door window, removable rear seating, grop tailboard, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Bampstead Tube). Hampstead 6041.

Ford Utility Cars Wanted
FORD 8, 10 and 50hp utilities wanted from 1936
onwards.
GEORGE NEWMAN & Co., 369, Euston Rd., London,
N.W.I. Euston 4466. T N.W.I. Euston 4466.

ROWLAND SMITH'S, the Ford utility payers.—Hamp-stead High St. (Hampstead Tube). Hampstead 6641

FORD MISCELLANEOUS PORD main dealers.

LWAYS open.

A LWAYS open.
SELECTION from our stock. Write for full list

age, Edgware. Tel. Edgware 4464-5.

TyankKaRD & SMITH, Ltd., ofter the choice of many
Ford 8s and 10s from their vast stock of over 200
used cars, all subject to three months' written guarantee.— 198. King's Rd., S.W. J. Tel. Flax. 4801-5. [0378]

Ford Missellaneous Cars Wanted

R ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938]

M THE CAR MART, Ltd. wish to purchase Ford cars.—150, Park Lane. W.1. Grosvenor 3434, [0961]

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

URGENTLY wanted good condition Ford cars.—
Brown's Garage, 3 minutes Loughton Tube Station,
199. High Rd , Loughton Essex. Loughton 4119. [2439 LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds., Luton 3715.

NORMAND, Ltd.

THE best service only; highly skilled mechanics, with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665.

(0234

FORD spares for all models. DAGENHAM MOTORS, Ltd., 8, Balderton Ct., London W 1, Regent 4070, 374, Ealing Rd., Alper ton, Wembley Perivale 3388. And 8, Sangley Rd. Catford, S.E.6. Hit'er Green 421, LLAN TAYLOR (MOTORS), Ltd.

A LLAN TAYLOR (MOTORS), Lt.
H IGH St. andsworth, 8.W.18.
M AIN Ford dealers.
T ARGE stocks of genuine Ford pa

ARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines).

FOR Ford mudguards, running boards, 1933/46,— Brooks, 85, Queens Rd., Brighton. A DLARDS MOTORS, Ltd., 43-45, Acre Lane, and all spares.

and all sparce. Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham, 6041.
(9939

FRAZER NASH-B.M.W.

A.F.N.. Ltd.,

MANUFACTURERS of Frazer Nash cars (Le Mans Replica Fast Roadster, Foursome Cabriolet and Mille Mislia models).

JOINT distributors for Bristol cars (see our advertisement under New Cars—Bristol).

Under the seed of the

service is available to owners of any make of car by appointment.

We are always open to purchase Fraser Nash-B.M.W. models. W models, FALCON Works, London Rd., Isleworth, Hounslow 0011. [2159

PALCON Works, London Rd., Isleworth. Modnatow O011.

1939 Grand Prix 100mph Type 328 2-seater, completely rebuilt and specially tuned, ideal for sports car racing or road use; also grand other tunits.

1939 drop head coupe, Type 327/80, reconditioned on the seatons and other tunits.

NTHOWN THE ACT OF THE SEATON OF THE SEA

W.I. Euston 4110.

1937 Frazer Nash-B.M.W. 319/2 15.7 cabriolet,
hood, wings require attention, bargain; £250 cash; seen
Shemeid.—Box 2794. Shemeid.—Box 2794.

[5430]

FRAZER MASH.M.W. Type 515/5, regd. 22/11/38, 2-seater, the blue, in mice condition; £475; exchange considered.—Tel. Woolwich 0644. 9, Central Ave., Welling, Keat.

Ave., Welling, Kent.

FRAZER NASH-B.M.W. model Z25 2-seater, first read.

Flune. 1938, one owner, immaculate condition throughout; £1,000.—Leigh Park Motors, Ltd.. Datchet. Blucks. Tel Datchet 5,77507

1939 40 320 saloon, £220 overhaul with modifica-accn. 30-50 8.2 sec., body sound, l.h. drive; £425; or converted r.h. drive, £525; offers.—Box 2787. 2025.—Type 45 F.N.-B.M.W. saloon, 1937, low mileage, new battery, tyres, recellulosed, blue, re-chromed, blue leather, specially tuned engine. —Derrington's, 159, London Rd., Kingston 5621-2. [2111

Frazer Našh-B.M.W. Cars Wanted

BARTLETT always buys Frazer Nash-B.M.W.s.—27a.
Pembridge Villas, W.11. [1068 P Fembridge Villas, W.11.

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers

- Hampstead High St. (Hampstead Tube). Ham

(1994) TYPE 321 or 326 saloon wanted privately, tion essential; 335 considered if read Allandale Rd., Enfield.

Aflandale Rd., Enfield.

CRAHAM

CRAHAM

Spans.—Graham, 1958, Special Eix 4-door touring condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead 1904). Hampstead 6041.

TIMMS MOTORS offer:-

1948 2½-litre Healey special sports 2-seater, 2000 miles only; £995.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., 8.W.15. Tel. Putney 8667.

Rd., 8.W.15. Tel. Putney 8667.

OSE & YOUNG, Ltd., offer Healey 2-seater, unregistered, exceptional condition, bargain; £950.—65-68, Sternhold Ave., Streatham Hill, 8.W.2 (1 minute Streatham Hill, 8.W.2 (1 minute Streatham Hill, 8.W.2).

nam Hill Station). Tulse Hill 6464. [5970]

H. EALEY Silverstone, the actual car driven by T. H. Wisdom at Silverstone, 1949, completely overhauled to the factory and fitted with brand new engine and sear box; price with guarantee, £1,150

H. G. DÖBS, Ltd., Healey Distributors, 117, Lodge Rd., Southampton. Tel. 75718. [2934]

H Rd., Southampton. Tel. 78718.

Healey Cars Wanted

WANTED Healey saloon, condition of body immaterial.—Coacheraft, Elm Rd., Evesham. Tel. 78418 1947/8 Healey Standard saloon, must be low mileage.—Enterprise Garage and Engineering Co., Ltd., Hereford, Tel. 2451. [3392]

Healey Cars Wanted

BROOKLANDS OF SOND STREET, Ltd., London
and Home Counties distributors have new and used
cars in stock, and are always interested to have detail
of any Healey cars for disposal — Mayfair 2551-6. 10361

M AROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

HILLMAN Minx Mark III saloon first registered February, 1949, green with brown upholstery, 13,900 miles, fitted H.M.V. radio, immaculate motor car; £875, W. HAROLD PERRY, Ltd., Invicta Works, 279, Sallards Lane, North Finchley, N.12 Tel. Hillside 4444,

1949 Hillman Minx Mark III saloon, 5,000 miles; £875.—235-7-9, Hammersmith Rd., London, [8257] J. CORYTON, Ltd.

\$\frac{4}{25}95\$ \cdot -1947 \text{ 10hp Hillman Minx saloon, one predictions owner, 14,000 recorded mileage, black-red, mechanically guaranteed.

139-149, Fulham Rd., South Kensington.

[2207] [2207]

CAR MART, Ltd.

1948 Hillman Minx Phase II drop head coupe, 1,000 miles; £815.
1948 Hillman Minx Phase II aloon, 2,000 miles; £95.
1946 Hillman Minx saloon, 19,000 miles; £575.—
1946 Car Mart, £4d., 150, Park Lane, W.1. Grosevenor 3434.

T AYTONS OF OXFORD offer:

£595.—1946 Hillman Minx de luxe saloon, finished Layrons, New Rd., Oxford. Tel. 33dl.

H. A. SAUNDERS, Ltd., offer:-

H. A. SAUNDERS, Ltd., otter:—

1948 Hillman Minx Phase II saloon de luxe, 2,000 mlles; 2755.

1948 Hillman Minx Phase II saloon de luxe, 11,000 miles; 2755.

1947 Hillman Minx drop head coupe, 12,000 miles; 2615.

1946 Hillman Minx saloon, black; 2545.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Hol Corner). Hillside 0024.

HAROLD RADFORD & Co., Ltd.

HAROLD RADFORD & CO., asq., 1948.

1948 (May) Hillman Minx Phase II saloon black/brown, 5,600 miles, indistinguishable from new throughout.

1948 (November) Hillman Minx Phase II drop head coupe, black/brown, 11,000 miles, in first-class condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

DHILIP RICKARDS, Ltd., offer:-

1948 Hillman Mink saloon, beige, 12,000 miles, perfect.—4, Brick St., Park Lane, London, [2945]

CHARLES FOLLETT, Ltd., offer:—

1947 Hillman 10hp coupe, black, brown leather, new tyres and hood, 15,000 miles, excellent order; £625.

18. Berkeley St., W.I. May. 6266,

SERVICE, Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413.

WARWICK WRIGHT, Ltd., offer:—

1948-9 Mark III Hillman Minx 10hp saloon, miles; £825.

1948 Hillman Minx 10hp saloon, black, fawn cloth, and red leather, 9,000 miles; £745.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.I. Mayfair 9761.

WEMBLEY COURT MOTORS offer:—

WEMBLEY COURT MOTORS offer:-1948 Hillman 10 saloon, phase II, black, indistinguishable from new, one owner; £725.—High Rd., Wembley. Arnold 5221-2.

WADDINGTON MOTORS, Ltd., offer:-

1947 Hillman Minx saloon, £575; also 1937 Minx saloon, £225.—Fortune Green Rd., N.W.6.

1936 Hillman Minx saloon, grey, low mileage, nice Car.
FERRARIS OF CRICKLEWOOD. Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. 1982

Cricklewood Broadway, N.W.2. Glad. 2234. [9082]
1947 Hillman Minx, grey, new engine, in first class order; £575. grey new engine, in first class H. SOLOMON & SONS, High St., Camberley. Tel. 34. (Established over 40 years.) All our cars are Grade I and fully guaranteed for 3 months. [2455]
1948 Hillman 10hp drop head coupe, one owner, CEORGE NEWMAN & Co., 369. Euston Rd., London, N.W.I. Euston 4466.
1946 Hillman Minx saloon, grey, one owner, very well maintained; £525.
JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260.

C ORDON CARS (LONDON), Ltd.—1948 (Dec.). Hill-man Phase 3 asloon, 9.000 miles.—Below.
ORDON CARS (LONDON), Ltd.—1947 Hillman 10
C saloon, black/fawn cloth.—Gordon House, 373,
Euston Rd., W.W.I. Euston 6611. 1938 Hillman Minx 10hp saloon, £265; also 10hp saloon; £215.—Ravensbourne 610 1937

£845 1-1949 Phase III Minx saloon, dove grey, with red leather, 10,500 miles, one owner, maculate.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds.
Tel. 2381 and 3115.

1948 Hillman 10 estate car, entirely as new.—
Colin Haines, Ltd., 30a, Bourdon St., W.1.

A RCHIE SIMONS & Co., Ltd.—1939 Hillman Minx saloon de luxe: £345.—94, Ot. Portland Street, [2839]

1948 Hillman Phase II saloon, guaranteed, £650; by payments.—Vaughan, 17, Astwood Mews. S.W.7. Fro. 1519.

Autocar

1946 (December) Hillman Minx saloon, grave as 2525.—Dixons Garage, 134, West Hill, Putney, 8.W.15. Putney 0596.

1946 (December) Hillman Minx saloon, grey; ney, s.W.15. Futney 0396.

£515 — Hillman 10 de luxe saloon, black, December 1946, 23,000 miles.—Orove Motors, North Rd. Southail 3477.

1947 (July) Hillman Minx de luxe saloon, black, radio, low mileage, superb car; £585.—Robbins, East Futney, Tel. 4981.

6000 miles.—1948 Hillman 10hp drop head coupe, southerly as new 2011 Haines, Ltd., 2595.

6000 miles.—1948 Hillman 10hp drop head coupe, southerly as new 338.

1948 Hillman 10 asloon, immaculate; £675; see 1948 Hillman Minx de luxe saloon, black in the saloon High St. W.14. Western 2312.

1948 Hillman Minx de h. coupe, 5,000 miles.—1948 Hillman Minx de luxe 4-door saloon, nice condition throughout; £155 or near offer.—10, chatsworth Gdns., West Harrow. [3454 1949 Hillman Minx de luxe 4-door saloon, nice condition throughout; £155 or near offer.—10, chatsworth Gdns., West Harrow. [3454 1949 Hillman Minx de luxe 4-door saloon, nice condition throughout; £155 or near offer.—1949 Hillman Minx de luxe such saloon, soloo miles.—1949 Hillman Minx de luxe such saloon, soloo miles.—1949 Hillman Minx mark III saloon, 5,000 miles.—1949 Hillman Minx sunshine saloon, excellent condition bargain.—Lonel H. Pugh. 1949 Hillman Minx, coachwork and mechanical condition very good; £320.—Simpsons Motors (American car specialists), Wembley 3903. [1410 Hillman Minx saloon Phase II, mileage 4,472; £695.—Midland Motor (Ltd., 92, Midland Rd. Bedford. [1195]

£575.—1946 drop head Hillman Minx, black brown, 12,600 miles, 1 lady owner.—Wo Motors (Maybury Hill), Ltd. Woking 1928.

1948 Hillman Phase II drop head coupe, 18,000 miles, excellent condition; £80 private owner.—127. Ashby Rd., Loughborough.

1939 Hillman Minx d.h. coupe, one owner of lent condition, low mileage; £350.—W Service Garage, 1-2, Dorset Mews, Wilton St., S.W.

1935 Hillman 10 sun saloon, engine overhaule 111-115, Addiscombe Rd., Croydon. Addiscombe 3066

HILLMAN Minx de luxe saloon, first licensed 1940, one owner, repainted excellent all round, includ-ing tyres, taxed March; £350.—Speedy Transport, Slo. 7219.

1940 Hillman 10 drop head coupe, black, red leather, outstanding condition; £395.—Peter Bantock Car Sales 104, High Rd., Chiswick W.4. Chiswick 2725-5870.

Bantock Car Sales 104, High Rd., Chiswick 2725-5870. [2536]

545 gns.—Hillman Minx, Dec., 1946, 10hp foursome for for phead coupe, black, fawn leather, one careful owner, exceptional condition; terms, exchanges.

495 gns.—Hillman Minx, Nov., 1945, 10hn de luxer decor salon, black, diding, lead, brown leather, one condition; terms, exchanges, diding, lead, brown leather, decor salon, black, diding, lead, brown leader, decor leading, leader of the leader of the

commended; ESTS.—H. A. GRUBGER, AND T. (1493)
155 gms.—1935 (model) Hillman Minx sports 2-sester, gms.—1935 (model) Hillman Marin Grand Gould Hillman Marin Grand Gould Hillman Marined, 2535; 3 months guarantee; terms, exchanges.—492/6, Chiswick High Rd., W.4. Chiswick O558. [3210]
1948 Phase II Minx sloon, ne owner, low milesge, almost unblemish d condition, guarantee; ESSS.—Recommended by Austin House, 144. Oolders Green Rd., London, N.W.11. Speedwell 0011.

HILLMAN Minx, 1949, Phase III saloon, genuine mileage 6,000, H.M.V. push button radio, special loose covers, spare unused, indistinguishable from new taxed; 2855.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642.

Tel. Maidenhead 2642. [2991]

\$\frac{2}{6}\frac{5}{6} - 1,939 \text{ Hillman Minx de iuxe saloon, bodywork ash beige, cellulose ummarked, interior exceptionally clean, mechanically excellent, whole
vehicle having had one private owner only this vehicle
is outstanding and cannot be repeated; comprehensive 3
months' written guarantee; hire purchase, exchanges.

\$LAMES OF WOOD GREEN, Caxton Rd. N.22. Bowes
Park 4144, 4297. [3255]

HILLMAN 14. immaculate motor car: £425.—Simp-sons Motors (American car specialists), Wembley 3903. [1414]

£350 -1958 Hillman 14 de luxe saloon, black, clean condition, good performance, hide

Therior V clean condition, good printerior.

BRAY MOTORS, 180-184, West End Lane, N.W.6. [3229]

1938 Hillman 14hp saloon de luxe, very good condition: £255, terms. exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. [2765]

HILLMAN 18

90 Hillman 18 de luze saloon, black blue leather, ance; 320gm.

D'UGLAS CAR SALES, 24, Dorset Rd., Tottenham, London, N.15. Tel. Stamford Hill 7552. [3304 1938 Hillman 14hp recon. engine gearbox, recellulosed. c/p.ated; £350.—11, Keswick Rd., Putney, Vandyke 3137. [3497]

1940 Hillman 14 special saloon in very good con run in and all new tyres, petrol intact, taxed, £380 o near, mechanically perfect.—Tel. Lyndhurst, Hanti 356.

356. HILLMAN 21 [3460]

I IMOUSINE 1938 Deluxe Coachwork, partition, widest forward occasionals, leather throughout, black, exceptional. 2745, 1937 privately owned black Saloon, leather, bench occasionals, immaculate. 2465, Albe & Saunders, Providence Court, Grosvenor Square, 12904

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minz and 14th saloons from their vast stock of over 200 used cars; all subject to 3 months' written quarantee.—198, King's Rd. S.W.5. Tel. Plax. 4801-5.

Hillman Cars Wanted

M THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1, Euston 1212, [0962]

SOWLAND SMITH'S, the Hillman buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041.

DISTRIBUTORS.

REQUIRE modern lew-mileage Hillman cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.) MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 5333.)

ANTERBURY.—(Canterbury 3232.)

COHESTER.—(Chatham 2251.) .

WROTHAM Heath.—(Borough Green 4.)

COTES Ltd., Devonshire House Piccadilly W.1.

Tel Grosvenor 3601.

POST-WAR Hillman saloons, low mileage, good condition.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13, Lee CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13, Lee Green 0254, [2455] 1948 Hillman 10 saloon wanted.—Turnbull, Ross House, Station Hill, Winchester. (2856) URGENTLY required, good pre-war Hillman.—Hat-field, 154, Gt, Titchfield St., W.1. Langham 0012-12973

POST-WAR Hillman required, cash payme Morley, 54, Streatham Hill, S.W.2. Tulse

CHARLES RICKARDS, Ltd., wish to purchase good used Hillman cars.—55, Bayswater Rd., W.2. Paddington 1820

A LBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd. Barking, [O436]
B IRMINGHAM and Midlands.—Low-Ailleage Hillman modern cars required by George Heath, Ltd. 180-184, Newhall St., Birmingham; and Lower Temple St., Birmingham, 2

Daymond WAY, the hire-purchase specialists, are still buying Hilman, and have unlimited can available—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

NORMAND, Ltd.

THE best service only; highly skilled mechanics, with efficient aupervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665.
[0235]

J. C. BRODIE, Ltd.

HILLMAN repair specialist (30 years); well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.S., Renown 1185.

S.W.6. Renown 1183. [Oorfolia North and Central London. [Oorfolia North and Central London. CATTERMOLES (GARAGES), Ltd., for Hilman spares, sales and service.—79-89, Pentonville Rd., N.I. Terminus 1001-7. [O354]

FOR Hilman 1936/46 mudguards, running boards.—18 Brooks, 85, Queens Rd. Brighton. [O357]

CARRIS MOTORS for Hilman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [O720]

G. SMITH MOTORS, Ltd., for Hilman spares and service.—13/19, East Dulwich Rd., S.E.22. New Cross 4444.

Hispane-Suiza Spares and Service
HISPANO spares and all repairs.—G. Briand, 47.
Tamworth Rd., Croydon. Cro. 1742.

HAROLD RADFORD & Co., Ltd.,

COLE concessionaires.

SALES and service.

H AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

Hotchkiss Spures and Service [6894]

Oc., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars swallable at Melton Court. South Resington (Fel. Rensington 642. § lines)

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Autocar

HAROLD RADFORD & Co., Ltd.,

OLE distributors for London and Home Counties,
Offer:

New and used H.R.O. cars available for immediate
New, unregistered, H.R.O. 1,500cc 2-seater, grey, at
list price.

N interior.

147 H.R.G. serodynamic 1500 sports 2-seater with 1948 modifications, 16,000 miles, unused since passed out of manufacturers' works.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.T. Tel. Kensington 6403 (3 lines).

HARCLD RADFORD & Co., Ltd., Meiron Court., Scattering, S.W.T. Tel. Kensington 6043 (5 lines).

695 gns.—H.R.G., June, 1948, 1,100cc sports 2careful owner, run 5,490 miles only, practically brand
new condition; cost over £1,000; terms, exchanges,
list; open 9-7 week-days and Saturdays—Rowland
Smith, Hampstead. (Hampstead Tube). Hampstead
6041. (3282

H.R.G. Cars Wanted

POST-WAR, low mileage, H.R.G.—Shepperson,
Calderstones," Redcliffe St., Sutton-in-Ashfield,
[322]

CHARLES FOLLETT, Ltd., have a large stock of Spares. Spares. 18, Berkeley St., W.1. May. 6266.

SPARE parts. ERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

HUDSON
1936 Hudson 22 sun saloon, recent overhaul; £295.
Rd., Croydon. Addiscombe 3066. [2863

Rd., Croydon. Addiscombe 3066.

200 —1955 (late) Hudson 29hp Carlton fourboome drop head coupe, recellulosed, new
hood re-wired decarbonised, new carburettor fitted,
Iff mpg, exceptional condition.—Pist K 59, Netherhall
Gardens, London, N.W.3. Hampstead 5732 (evenings),
[3498]

Hudson Cars Wanted

HUDSON coupe or similar, fixed head, not earlier
1938.—Details year, condition and price to Box
2704.

2704.

Hudson Spares and Service
SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares
and service, 38-101, Heath Rd., Twickenham. Tel.,
Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham.

CAR MART, Ltd. 1948 Humber Puliman 7-seater limousine, 19,000 miles; £1,575.
1947 Humber Fuliman limousine, 16,000 miles; £1,425.
1949 Humber Super Snipe saloon, 600 miles; £1,325.

1948 £1,325. 1948 Humber Snipe 18 saloon, 6,000 miles; £1,150. Car Mart, Ltd., 320, Euston Rd., N.W.1.

TOM GARNER, Ltd., offer:-

Humber Super Snipe saloon, black, with brown leather, 22,000 miles.

1949 Humber Pullman Mark II limousine, black, with leather front, cloth rear, 7,000 miles.

1949 Humber Super Snipe Mark II saloon, steel grey, with grey leather, 2,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9365-6.

WARWICK WRIGHT, Ltd., offer:-

1949 Humber Super Snipe 27hp Mark II saloon, silver green, beige leather, 8,000 miles;

1.950. Humber Snipe 18hp saloon, gunmetal grey.
1948 Humber Snipe 18hp saloon, gunmetal grey.
1948 Humber Hawk 18hp saloon, gunmetal grey.
1948 Humber Hawk 18hp saloon, gunmetal grey.
1948 Humber Super Snipe 27hp saloon, black,
1948 Humber Super Snipe 27hp saloon, black,
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
WANSTEAD MOTORS, Ltd. offer:—
(3162)

1949 Humber Super Snipe, 4,000 miles; £1,450. WANSTEAD MOTORS, Ltd., Cambridge Park, E.11.
Wanstead 1000.
WEMBLEY COURT MOTORS offer:—

1939 Humber Super Snipe saloon, black, just c pletely recellulosed, in superb condi throughout, an outstanding bargain; £425.—High wembley. Arnoid 5221-2. MANN EGERTON & Co., Ltd., offer:-

1949 Mg. II Humber Super Snipe saloon, black 6500, immaculate condition throughoustery, milesge 14.475.

(AMPBELL SYMONDS Wembley 6262, offer the following 3 Humber Super Shipes:—19.47 as brand new throughout; £1,500.

19.46 saloon, dark blue, with radio, 20,000 miles, saloon, dark blue, with radio, 20,000 miles, guaranteed; £775.

29.47 scalance de Ville, 6-str, leather front, cloth mileage 41,000, body design similar to poet-war, guaranteed practically as new throughout, ideal hire car, 11275.

19.47 scalance de Ville, 6-str, leather front, cloth mileage 41,000, body design similar to poet-war, guaranteed practically as new throughout, ideal hire car, 11275.

gain, £795.

H UMBER Hawk, November, 1948, grey, 4,800 miles;
Ed. 51,000.—Elliot, Towerleaze, Bristol, 9.

GREON CARS (LONDON). Ltd.—1949 Humber
Super Snipe saloon, green/fawn leather. 6,000

GERDON CARS (LONDON). Ltd.—1948 Humber (LONDON). Ltd.—194 1936 Pullman 7-seater ex. cond. throughout; Substitution of the seater o

1946 Humber Snipe, Immaculate condition.— Cross 2275/6/7. Humber Motor Co. W/A, Ltd., Waltham

1946 (December) Humber Super Snipe saloon, black, condition almost as new £795.—Bonallack, Forest Gate, E.7. Grangewood 3464. [3478] Bonallack, Forest Gate, E.T. Grangewood 3-30.

1949 Humber Super Snipe Mark II saloon, almond green, spolless, covenant free, mileage 400, £1,500.—Chitham, Hillcrest, Kirby-le-Soken, Essex.

[3466]

1948 Humber pullman 7-passenger limousine, one private owner, as new: £1,675.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. 4371.

£695.—1938 27hp Humber Pullman limousii Lawton-Goodman, 135, Cricklewood Broadway, N.W.

1947 (June) Humber Super Snipe saloon, 16,000 miles, metallic grey, excellent condition.

—Tickford, 14d. 8, Upper St. Martin's Lane, W.C.2.
Temple Bar 3538.

Temple Bar 3338. [284]

1946 Humber Hawk saloon, mileage 24,000,
nearest £750.—Brook 2, Montagu Mews South, London, W.1. Pad. 9838. [348]

1939 Humber Super Snipe 4-door de luxe saloon, very clean, an attractive motor car; £375.

Tel. Madid Vale 5134, 7855, 3468. [2980]

Tel. anida vane 31-9, 163-5, 3-90-6.

H UMBER Super Snipe saloon, finished black with brown leather and cloth upholstery, small mileser, interestered November, 1947—18-ck Olding & Co., Ltd., North Audley St., W.I. Mayfair 5242.

[3044]

C175—1935 Humber Snipe 17pp de luxe saloon, exceptional condition and should be seen.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd. W.2. (Faddington Station.) Ambassador 1061-2. [1324

W.2. (Paddington Station.) Amusessatut 2011
1939 Humber Pullman Landaulette; black with cloth to rear; 2 face-forward occasionals; carefully maintained; in excellent order; £595.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404, 12838

1939 Humber 16 saloon, fitted brand new engine recellulosed, new tyres and battery, taxed December full rate; £485.—Derrington, 159, London Rd., Kingston 521-2.

5621-2. [255]
1948 Humber Hawk, black, brown leather, very Acres Autos, 10 and 11, Ascot Farade, Clapham Park Rd. 6. W.4. 2 minutes from Clapham North Underground, Tel. Macaulay 5762 and Mac. 2673. [1359]

Found. 1. Hacaulty 5762 and 8ac. 2673. [1359]

2 45 — Humber 27hp Pulman enclosed 7-passarian division, face Fee Ilmoushe 1937, with disappearing division, face fee Ilmoushe for Ilmoushe fee Ilmoushe for Ilmoushe

L IMOUSINE 1937, partition, 7-seater, leather through-out, privately owned, black, £535. Aloe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941.

HE CAR MART, Ltd., wish to purchase Humber cars.—150. Park Lane, W.1. Grosvenor 3434.

ROOTES, Ltd., DISTRIBUTORS.

 $\widetilde{\mathbf{R}}$ EQUIRE modern low-mileage Humber cars.

IRMINGHAM.-Lower Temple St. (Central 8411.) MANCHESTER.-129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3335.)

ANTERBURY .- (Canterbury 3232.)

OCHESTER. - (Chatham 2231.)

X ROTHAM Heath. - (Borough Green 4.) ROOTES, Ltd., Devonshire House, Piccadilly, W.1. [0106

ROWLAND SMITH'S, the Humber buyers.—Hampstead Tube). Ham. 6041. [0942] . C. WIMBUSH, Ltd.,

V 18H to purchase for cash good Humber Hawks.— 312, Earls Court Rd., S.W.5. Fremantle 8401/2.

CASH immediately for good Humber.—H. F. Edwards 28. Upper High St. Epsom 9400. / 28. Upper High St. Epsom 9400.
-SEATERS Limousines, low mileage, 1947/1948, also
1935/24hp, also 27hp privately owned 1937/38/39, se Saunders, Providence Court, Grosvenor Square
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Mayfair-2941.

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184 Newhall St., Birmingham, and Lower Temple St., Birmingham, and Lower Temple St., Charles of the CRIPPS of NOTTINGHAM urgently require of types of Humber cars, recent models.—R. Cripps & Co., Ltd., the Humber distributors, Parliament St., Nottingham. Tel. 44558.

Humber Spares and Service

CROYDON'S Humber spares specialists. — Manton
Motors, Ltd., 23-27 and 37-39, Shiriey Rd., Croydon, Addiscombe 6051-4. JACUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

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BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).

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STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454). FINCHLEY (Finchley 0081).

REAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

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MARCH, 1948, 14-litre Jaguar, black with brown hide upholstery, special equipment, Philos radio, 1 owner, new condition, £1.050.

J. DAYY CAR SALES, 9, Logan Place, Earls Court Rd., w8. Western 6435.

BROWNS for Jaguars.

1940 Jaguar 1½-litre saloon de luxe, 37,000 miles 1940 only, immaculate condition; £535. 1946 (October) Jaguar 3½-litre saloon de luxe, Garage, Loughton (Essex) 4119 (Tube). 19617 OM GARNER, Ltd., offer:—

949 Series Jaguar 1½-litre S.E. saloon, black, with brown leather, 4,000 miles only. POM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. H. A. SAUNDERS, Ltd., offer:-

1948 Jaguar 14-litre special equipment saloon, maculate; £1,175.

H. A. SAUNDERS, Ltd., Austin House, High Rd., Morth Finchley (100 yds north of Tally Ho: Corner), Hillside 0024.

DHILIP RICKARDS, Ltd., offer:-

1948 Jaguar 14-litre maloon, black/brown, 5,500 miles, 4, Brick St., Park Lane, London, W.I. Gro. 4772/3

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs,—102, London Rd., Kingston, Tel. Kin, 3348. £265.—1937 Jaguar 2½-litre sports saloon, excel-

model.

B RAY MOTORS, 180-184, West End Lane, N.W.6. [3228]
21-Sitre Jaguar saloon, exceptionally smart, in grey with red interior, really superbly maintained, late 1953; £3/5/5/TORS, 150, West End Lane, N.W.6. [2770]

CATEHOUSE offer 1948 (November) Jaguar 1½-litre
Cr asloon, special soulpment model, fitted radio and
ace discs: 21.195,
CATEHOUSE MOTORS, Ltd., Highgate Village,
London, N.6. Mountview 4444.

1947 Oct. Jaguar 1½-litre saloon, one owner, small mileage, indistinguishable from new throughout, black; 6975.
SOUTH WESTERN GARAGE, Ltd., New Malden. Tel. Malden 1212.

1939 Jaguar 1½-litre saloon, guaranteed, £375; S.W.7. Fro. 1319. Vaughan, 17, Astwood Mews. JAGUAR 1938 2½-litre saloon, engine overhauled, im-maculate; offers.—Lockwood Half-way. Walton 2824 after 6 o'clock 5387. [3432

1938 Series Jaguar 12hp saloon, cream, love dition, several extras; nearest £295. nett, 9, Boulevard, Hull. Tel. 12400.

nett, 9, Boulevard, Hull. Tel. 12400. [3243 4000 miles.—1948 (May) Jaguar 1½-litre saloon, grey, discs: (trade enquirles only please).—[2860 1946 (10 month) 1½-litre Jaguar, suede green, in unmarked condition; £775.—Birkett Motors, Ltd., 72.74, High Rd., South Woodford, E.18. [3419 1939 Jaguar 2½-litre drop head coupe, mag-nificent, suaranteed, £450; paymenta.— Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3383

1948 14-litre saloon, black with brown leather, 10,000 miles only, one owner, spare wheel unused, whole car in new condition, taxed December,

THE WARREN MOTOR Co., 353-5, Euston Rd., [221]

1949 (March) Jaguar 3½-litre saloon, black, 1948 maseot, 8,000 miles taxed for year, serviced each montor condition as new; £1,500-mkoore, fromford 475, Essex.

D 26

JAGUAR

1948 5½-litre Jaguar salon, guede green, in ceptional condition; £1,100.—Saul & Sl. Idd., Main Dealers, 44,46, Aldermans Hill, N.13. Grn. 1205/1713. Pal. [3336

OTIL LEUD/11/3.

1 litre Jaguar saloon (July, 1947), 6,000 miles,
1 one owner, unbiemished condition. £1.095.—
H. A. Saunders, Ltd., 144, Golders Green Rd. N.W.11.
[5196]

Speedwell 0011.

CORDON CARS (LONDON), Ltd.—1947 Jaguar 14— Titre S.E. saloon, black/red leather, immaculate con-dition, 14,000 miles.—Gordon House, 373, Euston 8d.1. N.W.J. Euston 6611.

dittor, 14,000 miles.—Gordon House, 373, Euston Rd., N.W.I. Euston 6611. [3096]

1947 1½-litre Jaguar special equipment salon, 1947 1½-litre Jaguar special equipment salon, 1947 1½-litre Jaguar special equipment salon, 1948 14,000 miles, genuine, one owner, 26,000 miles, genuine, one owner, 26,000 miles, genuine, one owner, 1948 14,000 miles, genuine, one owner, 1948 14,000 miles, genuine, one owner, 1948 15,000 miles, genuine, one owner, 1948 16,146; 2625 or near, 1948 16,14

Ciamben Motors.—Jaguar 3½-litre sportsman's saloon, 1946-7, registered December, 1946, unmarked, negligible mileage, air conditioning, concealed demisters and all special refinements, superb engine and performance of the special refinements, superbending and performance of the special refinements, superbending and performance of the special refinements, superbending to the special refinement of the specia

with chrome waist moulding, interior leather in very attractive condition, itted Masteradio, twin Lucas passights, outstanding mechanically, genuine opportunity; 25AMDEN MOTORS,—Jaguar 2½-litre sports saioon, 1940 with similar features to post-war example, plain, unpleated hide upho.stery, etc., very good Dunlop tyres, air conditioning, outstanding opportunity at the provider of the condition o

1946 (Aug.) Jaguar 1½-litre saloon, fitted with upholstery, entire vehicle thoroughly sound in all respects; 2800—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2255.

2765 litre Jaguar saloon, most carefully used by one owner, speedometer reads, 12,000, whole vehicle absolutely spoiless; competence of months' written absolutely spoiless; competence of months' written AMES OF WOOD GREEN, Caxton Rd., N.2.2. Bowes, L. A. C. inspection invited, owner obliged purchase family vehicle; say 2700,—Attenborough, 456, Brook Lane, Birmingham, 14.

TMPERIAL MOTOR MART, Cheltenham offer: 1943

Lane, Birmingham, 14.

Iane, Birmingham, 14.

Imperial, Mortor Mart, Cheltenham, offer: 1948.

Inversely 1945 Jaguar saloon, gunmetal one owner, taxed; 1946 (December) 345 Jaguar saloon, 9,000 miles, taxed; 1946 (December) 345 Jaguar saloon, 9,000 miles, taxed, unblemished; exchanges; terms.—Tel. Cheltenham 2065.

1294

H.M.V. radio, Ace discs, special expensive mascot, mileage 6,000, taxed and insured, coupons, special circumstances force sale, owner reluctant to part. Fallings Park, Wolverhampton. Tel. Fallings Park 31353.

31353. [1956]

PRE-WAR Jaguar, as new 3½-litre saloon, black with leather interior. '38-'39 model, £400 has been spent by Jaguar agents on body and chassis, new lamps, spots, horns, radiator, etc., etc., not including engine which has been completely recruditioned at further cost of £100, work has been fluished this week, all petrol is intact and AA. or RAC. inspection or any trial is invited; a bargain at £500.—Tel. Lyndhurst, Hants, 556.

JAGUAR
1947 (July) 1½-litre special equipment Jaguar
miles, taxed December; £945.—Birkett Motors, Ltd.,
63-636, Mile End Rd., Bow, E.S. Advance 1517. [3472]

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M THE CAR MART, Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0964]

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NGLAND'S Largest Jaguar Distributors.

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DEVONSHIRE House. Piccadilly, W.1. (Grosvenor 2287). DEVONMENTE HOUSE, PICCAGILLY, W.I. (Grosvenor 2287).

HENLY House, 385. Euston Rd., N.W.I. (Euston 4444.).

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Guilliver 4141).

MANCHESTER, 1-5, Peter St. (Blackfriars 7845).

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SAUL & SLATTER, Ltd., 44/46, Aldermans Hill, N.13.
SMain Dealers, urgently require modern Jaguar cars.
—Tel. Pal. Grm. 1205/7173.

COOMBS & SONS (GUILDFORD), Ltd., URGENTLY wanted, good condition post - war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

POST-WAR Jaguar required, cash payment.— Morley, 54, Streatham Hill, S.W.2. Tulse Hill [0856] LIGHT CAR Co., of Derby, require: 1947-8 Jaguar 11/4 saloon.—The Motor Showrooms, Derby. Tel.

Tel.

3658. [2923]
U RGENTLY wanted for client, low mileage Jaguar Rd., London W.2. Tel. Ped. 3075-6. [1945]
U RGENTLY wanted good condition Jaguar cars.—
Brown's Garage, 5 minutes Loughton Tube Sistion. 199, Righ Rd., Loughton, Essex. Loughton 419. [2440] URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0156-7-8.

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SPARES and replacement engines for all models

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Comprehensive range of all Jaguar spares in stock;
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Membley Armold 1154-7

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2 4-HOUR service. Britain's leading Jeep specialists; the stock of the stoc

teling in accel.—rel. Willichicater veos-4.

2.2 5 gas.—Jeep (Willys) (first reg. 1949) 4-seater ton immaculate, any trial; a bargatal.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117.

Tube). Batt. 3117. [3364]

U NIVERSAL CAR DISTRIBUTORS (LONDON). Ltd.
—Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, sear box, water pump, etc., new hoods, gasket sets, brake linings etc., etc.—531-538. High Rd., Chiswick, London W 4 Chiswick 1919.

195. (Gussell Spans.—Jeep (Willys), reg. 1947, ex-Government hood and spare wheel, very good condition. taxed; choice of 4 Jeeps; genuine Jeep trailer available; ferms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Col.). [3244]

Hampstead 6041.

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A UTOWORK, Ltd., of Winchester, the largest Jeep atockists, for all spares and service.—Tel. Winchester 4834.

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100% Jeep speciasists, the only mace of vehicle we
orders quoted for ordinary spares service by return; commercial petrol conversions; Amphibious Jeeps; we give
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AVELIN and Jupiter main agents.

7650 miles only.—1948 (Nov.) saloon, in black, with leather interior, as new; £895.
THIS car has been passed by our service department and is guaranteed by us for 6 months.—Sackville House, 40, Fricadilly, W.L. Sloane 3094.

1949 Jowett Javelin, suede green, 7,900, fitted heater; £975. For other Overseas Cars Overseas Cars Ltd., 227, Brompton Rd., Knights-bridge, S.W.3, Tel. Kensington 7475. [3035]

1949 Jowett Javelin de luxe saloon, colour black, red leather, 8,000 miles, taxed end of year;

£875.

PARSONS & PARSONS (GARAGES), Ltd., Potter Street 121.

JAVELIN, March 1949, 6,000 miles, leather upholstery, cocllent condition; £995.—Pearson, Brook House, Derrowash, Derby.

1949 Jowett Javelin saloon, 9,000 miles, condition as brand new throughout, just decarbonised covenant free March 7, 1950; offered at list price,

covenant free March 7, 1950; offered at list price, 2889,16/1.

ENT (ODACHBUILDERS), Ltd., Coal Wharf Rd., W12 Tel. Shepherd's Bush 2231, [5934]

COOTER & GREEN, Jowett main agents for Seckenham, Bromiev and district; Javelin-seles and service.

Eden Park Garage, 485. Upper Elmers End Rd., Beckenham, Kent Tel. Beckenham 2565 [0302]

5 sus.—Jowett 1939 10hp 4-cylinder de luxe saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3302]

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RAYMOND WAY, the hire-purchase specialists, are atill buying Jowett, and have unlimited cash available.—Canterbury Rd.. Kilburn. N.W.S. Maida Vale 6044 (10 lines).

Vale 5044 (10 lines). [3130 Jewett Spares and Service. NEWNHAMS, Ltd., JAVELIN and Bradford main agents, apares and service specialists.—Newnham House. 255-9. Hammersmith Rd., W.6. Riv 6646 [0415]

amith Rd. W.S. Riv 4848

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ARGEST stock spares in Southern England. Immediate despatch crade or private.—Tell. Erith 2469, 203. Erith Rd., Besisysheath.

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KINGSTON-ON-THAMES main agents for Jowett Javelin and Braddford vans; spares and service.—

G. W. Wilkin. Ltd., 1. Weston Park, and 84. Eden St., Kingston 2241-2.

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1949 model Kaiser 4-door sedan, black with fawn cloth uph latery, fitted heater, radio, spotlamps, milesse c2s only since new.—4, Brick St., Park Lane, London, W., Gro. 4772/3. LACONDA

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OFFER:-

1940 Series 12-cylinder short-chassis special 4-carJames Young; this car is at the moment being completely
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103. New Bond St., W.1. Tel. Mayfair 8351/6.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Rensincton, London, S.W.7. Kensington 6642 (5 lines), [0264 1936 44/-litre Lagonda tourer, perfect; £695.— [3505]

CASS'S MOTOR MART, 1936 Lagonda 4½-litre drop head foursome coupe, superb condition, written guarantee.—5, Warren St., W.I. Euston 3523. [3200

1932 2½-litre Lagonda extensively equipped and Autos. 552-754, London Rd., West Croydon. Tel. Thornton Heath 4657.

Thornton Heath 4657. Dec. 1837. 4½-itire Salon de Thornton Heath 4657. Dec. 1837. 4½-itire Salon de 1950. 45 de 19

Hampstead (Hampstead Tube). Hampstead 6041. [3285]
DAVIES MOTORS, Ltd. (managing director J. according to Dayles, 20 years service manager to Lagonda, Ltd.) of the limit share selection used Lagons 221. [328]
don, Rd. Staines 761. 3457-5. Or (private) walton 1562. [328]

1902. 1903. Lagonda 4½-litre pillarless saloon, completely overhauled at the works and therefore in excellent condition.—Write Barnett, 96, High St., Cheltenham (Tel. 5161).

BARTLETT always buys 12-cylinder Lagondas.—27a, Pembridge Villas, W.11. CASH immediately for good Lagonda.—H. F. Edwards. 28. Upper High St. Epsom 9400. C 28. Upper High St. Epsom S-co.

R OWLAND SM.TH'S, the Lagonda buyers.—HampR stead High St. (Hampstead Tube). Ham. 6041.
10946

Davies Motors, Ltd., see our display advert. on page 299. D page 299.

AGONDA owners are advised to contact the manu-facturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock, AGONDA. Ltd., Service Department Victoria Rd., Peltham Middlesex. Tel. Feltham 2931. [0908

LANCHESTER CAR MART, Ltd.

1937 Lanchester 11 saloon, 35,000 miles; £450.— Car Mart, Ltd., 150, Park Lane, W.1. Gros-tenor 3434.

GUY SALMON AUTOMOBILES offer:-1940 (model) Lanchester 20 sports saloon, completely refitted at a cost of over £200, an outstanding quality pre-war car with £10 tax; £695—Portsmouth Rd., Thames Ditton. Emberbrook 4345. [1819

TRATSTONE, Ltd., the Lanchester specialists. ANCHESTER 10hp saloon (1947); black with red leather; 6,000 miles; one owner; large car comfort with economical petrol consumption; £895. ANCHESTER 14hp saloon de luxe (1939); black with green leather; attractive condition throughout:

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LANCHESTER 1937 Roadrider, excellent condition throughout; £335.—Pantiles Service Garage, London Rd. Guildford 5326.

1948 Lanchester 10 saloon, 3,700 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane. W.C.2. Tem. 3588.

Lane, W.C.2. 12m. 530c.

1939 Lanchester 11hp saloon one owner only, very carefully maintained: £425.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870.

1037 Lanchester 14 Roadrider saloon, beautiful condition throughout, recent good AA report, oasic, taxed year; best offer over £320.—Crane. Chiewick 5104.

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ME CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. ONDON CARS require several good used pre-war Lanchester, 10/14hp. ONDON CARS, 2 & 3, Grosvenor Parade, Uxbridge Rd., Esling Common, W.5. Acorn 1212. [3182 CASH immediately for good Lanchester.—H. P. Ed-wards 154 Gt. Titchfield St., W.1. Langham 0012. ROWLAND SMITH'S, the Lanchester buy

A RCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; ex-change and repairs.—169, Fulham Rd., S.W.3, Kensington 7301.

Kensington 7301.

LANCIA

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Dourne Grove, W.11. Bays. 4274.

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ANCIA Aprilla wanted. any year.—T. P. Breen. High
Red N 20 Tel Hillside 2595
JOHN S. TRUSCOTT, Ldd., urgently require first-class
Lancias.—173, Westbourne Grove, W.11. Bays. 4274.
[2819

EVILL. DAVIES & MARCH. Ltd.. will buy second hand Lancia Aprilias.—41-42 Hays Mewa Bericker St. will be second by So. will be second

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Lancia (ENGIAND), Ltd. Ealing Rd., Alperton
Wembley (Perivale 5656).—Factory guaranteed
spares and repairs; 40-hour service for reconditioned
components, engines, dynamos, starters, etc. etc. CAR MART, Ltd.

1937 La Salle saloon radio, 39,000 miles; £695.—
Car Mart, Ltd., 320. Euston Rd., N.W.1.
[3012]

Euston 1212.

£695.—1939/40 La Salle de luxe saloon, fitted
Daimier of America, tremendous performance. Oils
Ship and gives I5mpg, this car is outstanding and
represent series are successful to the series of the

DHILIP RICKARDS, Ltd., offer:-

1949 Lea-Francis two-seater, maroon, 7,000 miles, London, W.I. Gro. 4772/5.
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Lea-Francis Spares and Service

CA-FRANCIS CARS, Ltd.

PARES and service for all models from the manufacturers.—Head Office and Works Much Park St., 10892
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PARE parts.

SERVICE: 12. Wellesley Ave., W.6. Riv. 1413.

TOE THOMPSON (MOTORS), Ltd., offers:--

DEC., 1938, Lincoln-Zephyr saloon, 6 speeds; £495. JOE THOMPSON (MOTORS), Ltd., 97, Fulham South Kensington (next to Michelins). Ken.

£195—1838 Lincoln-Zephyr saloon, fitted radio, finished in black, first deposit sec-Tot. 4162.

Tot. 4162. [5327]
39 5 gns.—Lloyd, Sept. 1948, 650 sports roadstart specified by silver grey, red upholstery, latest type aluminium cylinder block, independent suspension, stering column gear change, one careful owner, 9,500 mlles, exceptional condition, cost £480; terms, exchanges; listingen 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041

MERCEDES-BENZ
MERCEDES-BENZ (GREAT BRITAIN), Ltd., offer:-

MERCEDES-BENZ saloon, ex-German Embassy, 35.4hp, body by Freestone & Webb, exceptional car in first class condition.—Box 2776.

1938 Mercedes-Bens 170V 4-door salcon, right-hand drive, chassis completely overhalied, engine transmission overhalied, electrical installation rewired, Lucas equipment fitted, new Hardy Spicer propellor shaft fitted, many detailed modifications, resprayed and retrimmed, perfect condition throughout, particulars.—Gath, Woodcroft Brandon, nr. Coventry. 7cl. 13467

Mercedes Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN) Ltd., Sales
Service and Spares, 111, Grosvenor Rd., S.W.1
Victoria 8715-6. Night Service: Victoria 3144. M.C.

S.M. offer:-

1937 M.G. 10hp T type open sports 2-seater, red, very fine condition, excellent performance; offered at very reasonable figure.

STAR MOTORS, Shepherds Hill, Reading. Sonning 2345-6. G. W. WILKIN, Ltd., offer:-

1939 12hp 1½-litre sports saloon, black with blue leather, one owner, superb condition; £495.
WESTON FARK, Kingston-on-Thames. Kin. 2241.
[3088]

WOODBAIN CARS offer:-

The state of the s

Tetra Ave., Swiss Cottage, N.W.3. Primrose 9435, 1949, T.C. M.G., low mileage, faultless condition; £935.—Below, E935.—Below, T.C. M.G., low mileage, faultless condition; £535.—Crosby Hotel Garage, Normanby Rd., Scunthorpe, Lincs. Tel. Scunthorpe 2970. [3402] 1949, M.G. aports saloon, 5,000 miles, serviced by maker one owner, as new.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. 2266.

RONALD KENT (COACHBUILDERS), Ltd., Coal Wharf Rd., W.12. Shepherd's Bush 2231, 1949, actras, or the country, in perfect condition throughout; £675.

RONALD KENT (COACHBUILDERS), Ltd., Coal Ltd., Coal Ltd., Coal Ltd., Coal Ltd., Walarf Rd., W.12. Shepherd's Bush 2231, 13033

1939 M.G. 2-litre saloon, black, fitted radio, excellent condition throughout; £485.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7.

[F634] BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin, 3348,

1949 14-litre M.G. saloon, one owner, imr late; £395.—Broadway Motors, 67, St., Hounslow. Tel. 0175.

1946 M.G. Midget T.C. 2-seater black with leather, 18,000 miles; £485.—Grove Mo North Rd. Southall 3477. 1939 M.G. T.A. Roadster, exceptional conditions 2345.—Dixon's Garage, 134 West Hill Putney, S.W.15. Putney 0396.

1938 M.G. 1½-litre tourer, overhauled mechanically new hood, etc.—Wards, of Putney, 72 West Hill, S.W.15. Putney 7422.

west Hill, S.W.15. Futney 4222.

1947 M.G. Midget two-seater; £585, monthly instalments of £22/11/11.—

Eng. Co., Bexhill. Tel. Cooden 600.

1938 M.G. 2-litre 4-door saloon; one of the condition; £695.

Bucks Motor Co., Ltd., Aylesbury 184.

1937 M.G. 2-litre d/h coupe, recent new engine; see page 32,—Smith & Hunter, 376, Rensington High St., W.14. Western 2512.

1936 M.G. Midget, 2-colour blue cellulose, a really ince cart. 2625.—R.E.P. Garages, Ltd., 502-6, King St., Hammersmith, W.6. Riverside 2881-2.

WALTER SCOTT, Ltd.—1935 Model M G. P-type 2-seafer, black, excellent condition; £245.—39, College Crescent, Swiss Cottage, N.W.5. Primrose 5914.

A U.O., 1946, M.G. T.C., superb condition; £525.—Elite Motors & Fogg & Young Amalgamated 951-961, Garratt Lane, Tooting, S.W.17. Tel. Balham 2474 (4 lines). ROSE & YOUNG, Ltd., offer 1946 M.G. T.C., finished green; £445.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tuke

1938 1½-litre 4-seater tourer, mileage 43,000, green, in first-class condition throughout; £375.—Jenkins, Flowers Barrow, Crest View, Pinner, Arnold 3781, 11-5.50.

1946 M.G. T.C. genuine mileage 16,000, as new throughout, many extras; first reasonable offer accepted.—K. Jackson-Besston, Estate Office, Allestree, Derby, Tel. Derby 37612.

49 5 m.—M.O. Midget 1946 11hp T.C. 2-seater, the black, fawn leather, good tyres, numerous extras, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below. 20 5 m.—M.G. Midget 1956 P.B. 2-seater, with 8hp 20 5 m. and the black of the condition; terms, exchanges.—Howland Smith, below.

excellent condition; terms, exchanges.—How and omiting 22 5 gns.—M.G. Midget 1934 model 8hp J.2 2-seater, 25 red. twin Wind-tone horns and numerous extras, good condition; choice of 8 M.O. Midgets; terms, exchanges.—Rowland Smith, below. 30 5 black, aluminium wheels, aliding head, red leather, carefully used, excellent condition, tadd it form the condition and the condition of the condition of

stead 6041. [3298]

1939 M.G. T.A. 10hp drop head coupe, colour red, indistinguishable from new, one of the smartest cars on the road today, with a splendid performance. A.A., R.A.C. examination lavited, £378. MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Bat. 5578.

M. Bat. 5573.

1948 M.G. T.C. model, 7,800 miles red, with less engineer owned, perfect condition; £565. Millex, Mill View, Mill Lane, Stock, nr. Ingatestone, Essex, [3448]

1949 M.O. two-seater, 1,993 miles only, black with and as new throughout; £895.—Haig's Motor Co., £4d., Austin House, Granada Rd., Southsea. Tel. Portsmouth 2268.

52268. [276]

MMACULATE 1947 M.G. T.C. 2-seater, black and chromium, silver wheels and red leather tonneau cover, chromium lugazea grid, very full equipment, of immaculate appearance and delightful performance, thoroughly ecommended and offered with written guarantee at £550; terms, exchanges.—H. F. Edwards, 154, Ct. Titchfed St., W.I. Langham Ools,

M.G. Cars Wanted

M THE CAR MART. Ltd., wish to purchase M.G. cars.— 320, Euston Rd., N.W.1. Euston 1212.

OWLAND SMITH'S, the M.G. buyers.—Hampstead Righ St. (Hampstead Tube). Ham. 6041. [1948]
SLOCOMBES OF NEASDEN.
SLOCOMBES.—Good clean M.G.s wanted, must be perstone 2088. [1948]

stone 2088. 17643.
URGENTLY required good M.G.—Hatfield, 154, Gt. Titchfield St., W.I. Langham 0012. 12974
URGENTLY wanted for client, low mileage M.G. 114-litre milean.—S. Morris & Co., 29-51. Edgware Rd., London, W.2. Tel. Pad. 3075-0. Rd., London, W.2. Tel. Pad. 5075-6. [1947]

RGENTLY required. 1948-9 low mileage M.O. 14, alon.—Gibsons Sports Cars (Christchurch). Ltd.
Lyndhurst Rd., Christchurch, Hants. Tel. 912. [2941]

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite want Js Ps and Ts for cash. "Phone or write for buyer to call.

D AYMOND WAY, the hire purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

M.G. Spares and Service
THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., Lon-don, W.1. Tel. Grosvenor 4141.

D 28

FOR M.G. Spares and Service
FOR M.G. mudguards, running noards, 1933/48.—
FOR M.G. mudguards, running noards, 1933/48.—
Foroks, 85, Queens Rd., Brighton.

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for type F. J. T and L., and N. Magnettes; exchange service dynamos, staters, granksnatch, with rode, seaves, rocker bushes, rocker hafts, valve guides, springs, valves and gaskets, with full range of M.G. spares always available; we specialize in racing spares.

WRITE or 'phone Toulmin Motors, 21, St. John's Rd., Rd., More and Completed special 2-seater 4/4 Morgan for our customers' inspection and criticism or plain rude remarks.—Beverley Motors, Proprietor N. H. Mann, Coombe Rd., New Maiden. Tel. Maiden 4403.

Meegan Cars Wanted

Morgan Cars Wanted

R
OWLAND SMITH'S, the Morgan buyers.—Hampstead
High St. (Hampstead Tube). Ham. 6041. [0949]

CASH immediately for good Morgan.—H. F. Edwards.

28. Upper High St. Epsom 9400.

R. AYMOND WAY. the hire-purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Wale 5044 (10 lines).

Morgan Spares and Service

M ORGAN 4/4 official spare parts stockist; service and repairs.—Basil Rov. Ltd.. 161. Gt Portland St., W.1. Langham 7733. (0514 MORGANS.—All available spares in stock.—F. All Douglass Morgan Specialist. 1A. South Ealing Rd., Ealing W.5. Eal. 0570

1949 Morris Minor saloon. Continental steering.
1949 Morris Minor saloon. Continental steering.
serving Germany; seen London.—Paulovis, 56. Rother-wick Rd., N.W.II.

1949 Morris Minor saloon, finished maroon, 2,000 miles, absolutely brand new; trade and part schange inquiries welcomed.—Car may be seen and tried at G.P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4498.

J. DAVY offers:—

1. DAVY offers:—

2.295 —1937 Morris 8 4-door saloon, black with selection of the saloon of J. DAVY CAR SALES, 9, Logan Place. Earls Court Rd., W.S. Western 6493.

1948 Morris 8 4-door saloon, 700 miles; £625. 1947 Morris 8 4-door saloon, 17,000 miles; £535.— Yenor 3344.

T. CORYTON, Ltd. £535 .—1947 Morris 8 sun saloon, one previous

139 1410. Fulham Rd., South Kensington. Ken. [2208

H. A. SAUNDERS, Ltd., offer:—

1947 Morris 8 4-door saloon de luxe, 11,000 miles;
E545.
H. A. SAUNDERS, Ltd., Austin House, High Rd.,
North Finchley (100 yds north of Tally Ho! Corner).
Hillside 0024.

Hillside 0024. [3152]
WEMBLEY COURT MOTORS offer:—
1948 Morris 8 4-door saloon, fitted with radio; this car is indistinguishable from new inspection and trial invited; £575.—High Rd., Wembley, Arnold 5221-2.

ATION Sel'-2.

A LLAN TATLOR MOTORS, Ltd., offer:—

1938 Morris 8, excellent condition; £275.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431.

[3409

1939 Morris 8hp 2-door saloon, absolutely immaculate; 236.

IILLINGDON MOTORS, 325-7, Long Lane, Western Avenue, Hillingdon. Tel. Uxbridge 412.

1939 Morris 8 series E caloon, 2-door, sun roof, in showroom condition throughout.

FERRARIS OF CRICKLEWOOD. Ltd. 200-220.

Cricklewood Broadway, N.W.2. Gla. 2234. [2594]

1948 Morris 8, four-door saloon, 4,000 miles, black, sliding roof, perfect condition; £525.
CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Tel. Ripley 3122/5.

1939 Morris 8 saloon, excellent condition; £295.—
1939 Grove Motors, North Rd. Southall 3477.
[2129

£295 :-1938 Morris 8 saloon, speedo 20,000; been speedo 20,000; been condition throughout.—Box 13502

1938 Morris 8, exceptional condition; £295.— Simpsons Motors (American car specialists), Wembley 3903.

£150 —Morris 8 two-seater tourer, good condition all round.—Wards, of Putney, 72, West Hill, 8.W.15. Putney 7422. 1939 Morris 8 4-door sun saloon, one owner, \$30,000, excellent condition, taxed, full basic; \$235.—6, Talbot Rd., Oxford.

2325.—6, Talbot Rd., Oxford.

MORRIS & de luxe, Oct. 1937, splendid condition.

taxed, basic; £235.—46, Stonehall Ave., Wanstead Lane, Ilford. Valentine Soco.

MORRIS 2-seater, Series I, excellent condition, engine Bishop's Stortford. Tel 181 and 182.

1937 (model) Morris 8 saloon de luxe, blue, excellent condition, order to the condition of th

MORRIS EIGHT

1938 Morris 8 2-str., new upholstery covers, fine
240; se page 32.—Smith &
Hunter, 576, Kemaington High St., W.14. Western 2512.

Autocar

MORRIS Shp 1937 tourer, resprayed, reupholste new hood, side screens, etc., showroom condit £230 (or offer).—34, Oak St. (off Mawney Rd.), Romi

are nove, more screens, sec, snowroom condition; Esset.

1947 Morris Shp saloon, black, 17,000 miles, exception of the condition, I owner, fully guaranteed; condition, I owner, I owner

THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 8434.

WANTED, pre-war Morris 8 saloon.—Smith, 26, Chester Mews, 8.W.1. Hen. 5529. [9675 ROWLAND SMITH!'S, the Morris 8 buyers,—Hampstead stead High St. (Hampstead Tube). Hampstead 6041.

1947/48 Morris 8 saloon wanted low mileage, in first-class condition.—Munn, 32, Mackeson Rd., N.W.5.

RAYMOND WAY, the hire-purchase specialists, are till buying Morris 8, and have unlimited cash available.—Canterbury Rd.. Kilburn. N.W.6. Maida Vale 6044 (10 lines).

CAR MART, Lad. MORRIS TEN

1948 Morris 10 saloon, 5,000 miles; £745. 1946 Morris 10 saloon, 18,000 miles; £595.—Car Mart. Ltd., 320, Euston Rd., N.W.1. Euston [3014]

H 48 Morris 10hp salson, 11,000 miles; £695; H 4. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho: Corner).

MORRIS 10. 1946, immaculate; £545.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13, [3302]

Lee Green 0254.

£245,—10hp Morris 4-door sunshine saloon, in blue and black, 1958 series, taxed.

WADCOL MOTORS, 150, West End Lane, N.W.S. Rampstead 1177.

VV Hampstead 1177.
£235.—Morris 10 saloon, 1937, excellent condition.
£235.—14, Cranley Gardens, Wallington, Surrey.
[3214]

1947 (Nov.) Morris 10 saloon, excellent condition, one owner, mileage 36,000; £550.—Edwards, 12, High St. N., East Ham. Gra. G250. (2808 CASS'S MOTOR MART.—1946 Morris 10 saloon, 21,000 miles, excellent condition; £565; written guarantee.—5, Warren St., W.1. Euston 3523. [2616

1939 Morris 10 saloon, beautiful condition (two);
376. Kensington High St., W.14. Western 2312. [3055
1939 series M. Morris 10 saloon, reconditioned throughout: £400.—Lyne, Frank & Wagstaff, Ltd., 5-5, Grouch End Hill, N.8. Mountview 4401.

MORRIS 10 saloon, 1948, 12,000 miles one own exceptional condition; £695.—Recommended H. A. Saunders, Ltd., 144, Golders Green Rd., N.W. Speedwell 0011.

NATIOR & ROOT, Ltd., 1948 Morris 10 saloor, black brown hide upholstery, 11,000 miles, equal to new throughout; £695; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25. East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [3086]

Morris Ten Cars Wanted

THE CAR MART. Ltd. wish to purch-see Morris 10 Cars.—320. Euston Rd., N.W.1. Euston 1212, See BOWLAND SMITH'S, the Morris 10 buyers.—Hamp-stead High St. (Hampstead Tube). Hampstead 6041. POST-WAR Morris 10 required, cash payment.— Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0857] RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash evailable.—Canterbury Rd., Kilburn, N.W.6. Melda Vale 5044 (10 lines). 1939 Morris 12, good condition coachwork and mechanically; £315.—Simpsons Motor: (American car specialists), Wembley 3903. [1412 £10 tered 1949, excellent condition; 225gma.—Automips, 8, Balham High Ref. Balham 1509. [247

1938 Morris 12.4 de luxe saloon, radio, taxed, guaranteed; £325; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780 [3377] £220.—1936 Morris 12 Series II de luxe, original black cellulose, little used, mechanically excellent, taxed and insured.—Tel. Wallington 2091 or

5026. [2508]
2 5 gns.—Morris 12 1936 Series II de luxe 4-door saloon, black, eliding head, maroon leather, taxed; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

Merrie Tweive Cars Wanted

R OWLAND SMITH'S, the Morris 12 buyers.—Hampstead
tead High St. (Hampstead Tube). Hampstead
6041. (9978

CO11.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.S. Maida Vale 6044 (10 lines).

MORRIS FOURTEEN

WORRIS FOURTEEN

1584

290 gns.—1938 Morris 14hp de luxe saloon, black, perfect order; £100 deposit.—George Clarke (Motors), Ltd., 276-276, Brixton Rill, S.W.S. Tulse Hill 3211.

WEMBLEY COURT MOTORS offer:-

1936 Morris 16 saloon, blue and black, in splendid condition throughout, any trial; bargain, £225.—High Rd., Wembley. Arnold 5221.—2 [6002]
£155.—Amazing bargain, 1935 Morris 16, fitted division, most excellent throughout, having had only one careful owner since new, expertly maintained regardless of cost, only sold due to redundancy; comprehensive 3 months' written guarantee; hire purchase, exchanges.

L AMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes
Park 4144, 4297. [3353]

H. A. SAUNDERS, Ltd., offer:-

1948 Morris Oxford 13.4 saloon, radio, heater; H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho: Corner). Hillaide 0024.

1949 Morris Oxford, beige, as new, radio H.M.V. press-button; £965; afternoons,—Smith, 64, Chilton Rd., Richmond, Surrey. [3318 ALMOST new Morris Oxford, late the property of form new, £935; fullest particulars on application.—R. 8 Mead, 42, Queen St., Maidenhead Tel. Maidenhead 2642. [2437]

Tel. Maidenhead 2642.

MORRIS MISCELLANEOUS

JARVIS & SONS, Ldd., offer, 1948 Morris de Juxe, 10w mileage, 2695; also 1947 (November), 2625; also 1946 (November) Morris & 4-door, 700 dt tyres, 2625; also 1946 (November) Morris & 4-door, 700 dt tyres, 2625; also 1946 (November) Morris & 4-door, 700 dt tyres, 2625; also 1946 (November) Morris & 4,00 and 12s from their vast stock of over 200 used cars, all subject to three months writtens guarantee.—194, Etnis & 46,1, 8.W.3. Tel. Flax, 4901-5, 1027; Morris Cars, Shp and 10hp, 1947 and 1948 models, 100 miles condition, slways available; sate ut to send out in nice condition, slways available; sate ut to send dustributors; 106.1—Maudee of Norwich, 1dd. distributors; 106.1—Maudee of Norwich, 1dd. distributors; 106.1—Norwich 20541. Frince of Wales Rd., Norwich, 1015

Merris Misceliansous flars, Washed.

Morris Miscellaneous Gars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0979 CASH immediately for good Morris.—H. F. Edwards. 28. Upper High St. Epsom 9400. JACK OLDING, Ltd., 8-10, North Audley St., W.I. J. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814] Mayfair 5242. Cash in instrume condition. (1614)

CHARLES RICKARDS, Ltd., wish to purchase good used Morris cars.—56, Bayswater Rd., W.2. Paddington 1820.

We will purchase your Morris for cash; all models will purchase your Morris for cash; all models wews. W.2. Amb. 6094.

URGENTLY wanted, good condition Morris cars.—Brown's Garage, 5 minutes Loughton Tube Station. 199. High Rd., Loughton, Essex. Loughton 4119. [1932]

199 High Rd., Loughton, costs, Screen and Service

FOR Morris mudguards, running boards, 1930/46,—
10394

FOR Morris service consult Morris specialists.—W. T.

Mason & Co., 2, Ley St., Hford (Tel. Hford 9061),
10471

La England.—Hewens Garages, Ltd., Reading. Tel.
4436.

COUDEMOBILE

CO

OLDSMOBILE
DISTRIBUTORS (RAWLENCE), Ltd., Sales Service
and Spares, Blindley Heath Garage, Nr. Lingfield,
Surrey. Tel. Lingfield 530-1.

Surrey. Tel. Lingfield 350-1.

1948 Oldsmobile right-hand drive saloon, Il.010

Hampton Court Way, Molesev. Tel 4371

1948 Oldsmobile alloon, right-hand drive, radio, heater, low mileage, beautiful car.—Sidney Marcus, Ltd., 35, Sloane St., S.W.I. Tel. Sloane (2327)

1949 6-cyl Oldsmobile drop head foursome coupe, power operated hood, hydromatic drive with overdrive, absolutely faultless, luxurious extras; £2.550.—Crawley, Western 6015.

PEL 55 —1937 Opel 12hp Cadet drop head saloon,
BRAY MOTORS, 180-184, West End Lane, N.W.6.
[3230]

Ampstead own. [232]

4 5 ms.—Opel Super 6 1937 24hp 5-seater congood condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Mampstead Tube). Hampstead 6041.

Opel Cars Wanted BRAY MOTORS purchase Opel and other makes.—180. West End Lane, N.W.6. Ham. 6490. [1574

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. | 10980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237 Brixton Hill, S.W.2. Tul. 3664.

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.9. Bri. 6251.

MAYNER MOTORS, Ltd., distributors; Opel spare Maparts and reconditioned engine service.—Woodside Rd., Southbourne, Bournemouth. Tel. Southbourne 327 and 160. CAR MART, Ltd. PACKARD

1939 Packard Super 8 7-seater limousine, 5,000 miles; £1,795.—Car Mart, Ltd., 150, Park Lane, W.I. Grosvenor \$434.

A CE SERVICE STATION (LONDON), Ltd.

1938 Packard 34hp drop head foursome coupe, splendid condition throughout; £550.

NORTH Circular Rd., Stonebridge Park, N.W.10.
[5143]

OE THOMPSON (MOTORS), Ltd., offers:-

DECIALLY built Packard touring station wagon with S 180in wheelnase, seats 9; this is a new car registered 1948, \$10 tax, incished the seat of the sea

1939 sedanca de ville 32.5hp Super ë de luxe, very low mileage, special English body, an JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd South Kensington (next to Michelins). Ken. 485.

J South Kensington (next to Michelins). Ken. 4858, 1334
1939 Packard limousine, 32,000 miles, practically as new. Packard 5-passenger saloon, exceptional condition.
1936 Packard limousine, privately owned, exceptional condition.
UV ALFREDS & Co., Ltd., 6-7, Warren St., W.1.
[7389

Type of the second seco

1939-40 Packard, as new, resprayed, reuphol-stered, immaculate condit.on; 8373.— Simpsons Motors (American car specialists). Wembley [2324

3903.

SEAT 1939 Packard limousine, black, blue upholsterny a perfect car with the usual float-on-air comfort at speeds up to 95 m.p.h., exceptionally low priced motor

DOUGLAS CAR SALES, Great Cambridge Rd., En-Beld. Tel. Bowes Park 6662. [3207]

1937 Packard S. saloon. in excellent condition; 2275.—Albemarle Motors. Ltd., Crown Georg and 1520. [326]

6507 and 1520.

1936 Packard 33 Super Eight Limousine, 8-seater,
1946 1 owner, 80,000 miles, engine rebored, full
history known; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066.

I imousine, 1937, partition, widest forward occa-sionals, leather throughout, privately owned, black, £785. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2908

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SEATERS private Limousines required, cash waiting. Albe & Baunders, Providence Court, Grosvenor
Square. Mayfair-2941. [2886]

JOE THOMPSON (MOTORS), Ltd., 1 lats, 97, Fulham Rd. (next door 8, Kensington, Kensington 4858,

5. Kensington. Kensington voca.

LEONARD WILLIAMS & Co. (1940). Ltd. (sole concessionaires). require good, low-mileage Packard cars. Great West Rd.. Brentford. Middlesex. Ealing (193)

Packard Spares and Service
Liperature of the Packard Concessionalizes, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400.
Joseph Goldmann Control of the Packard Special-Joseph Goldmann Control of the Packard Special-

8. Kensington. Kensingtun 9050.

PLYMOUTH

1948 Plymouth, 14,000 miles, colour green, genuine one-owner car, de luxe, fitted heater, radio, defroster, loose seat covers, immaculate motor car.—Simpson's Motors (American car specialists), Wembley 3606.

Simpson's Motors (American car sponsators), [3125A 900. [3125A 90NTIAC 1939] Pontiac 6 saloon, 36,000 miles, excellent condition.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 588, [2170 1939] Pontiac drop head coupe, marcon, steering, bargain; £375.—Albemarle Motors, Ltd., Crown Garage, Albany St. (ad), barracks), N.W.1. Tel, Euston 5507 and 1520, 5225

CILIVE LONES' famous Tiger Kitten, numerous spares offers.—Havers Garage, St. Leonards, Ringwood. COOPER 500 and 1,100cc less engine but with Nort gear box, new April, 1949, fitted latest modifications, together with tyres and tubes; nearest offer

tions together with tyres and the second sec A 245

THE NEW CENTRAL GARAGE, Ltd., Cartuther Works, Liskeard, Tel. Liskeard 3122. [2756

COPERS GARAGE (SURBITON), Ltd., of Surbitor, Tel. Elm, 3546, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars.

racing cars.

5 0 0 -1.000cc Cooper racing car, ex-1948 Grand Prix
5 0 0 -1.000cc Looper racing car, ex-1948 Grand Prix
5 crutineered parts chromium plated complete with 500
cc J.A.P. engine and all fittings for 1.000cc engine,
including spare set of new racing tyres; £550.—Popesgrove 7447-7050.

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RAILTON drop head foursome coupe, July 1935, in very good condition, three new tyres, many special features, fast and attractive; £200.—Box 2806.

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712 and 8532.

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I Flaxman 4801/2/3. But State of the same of the same of the saloon, first registered Oct., 1936, 1937 model hauft of the saloon, first registered Oct., 1936, 1937 model hauft outside luggage bod, new chrome Nutex, a most large outside luggage bod, new chrome Nutex, a most office outside luggage bod, new chrome Nutex, a model hauft of the saloon, with thousands of miles cheap motoring; genuine sacrifice, £240, taxed year.—1, Bentley Rd. Manchester, 21. Tel. Choriton 1288

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ROVER 10 1940, under 50,000 m., o'hauled, excellent cond.; £550, or near offer.—Mus. 9617.

ROVER 10 1947 6-light sal. black, brown leather, ROVER 10 1947 6-light sal. black, brown leather, 21,000 miles, perfect; £895.—Box 2811. [3511]

195 gns.—Rover 10 1936 4-door saloon, grey, blue leather, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead (941, 1397)

1946 Rover 10 sunshine saloon, coachwork and interior excellent, mechanical condition perfect, carefully driven by one driver only.—R. Hardy & Son, 55, Marylebone High St.. W.L. Tel. Welbeck 1101-3.

£325.—Rover 10 saloon, registered 4937, black, bodywork perfect, mechanical condition 100%; a very attractive car for the enthusiast that appreciates a vehicle which is out of the ordinary class of 10hp cars.

M. B. MOTORS, 336, New Cross Rd., London, S.E.4.

Tideway 3779.

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1938 Rover 10 sunshine saloon de luxe, marcon stery and engine in absolutely first-class condition, mile-age 43,000, overhauled and fitted Cromard liners, a car of outstanding value and appearance; best offer over £500 — Kimpton, Bugbrooke, Northants. Kislingbury 70. [3505

McKINNON MOTORS, Ltd., offer:-

1948 (Jan.) Rover 12 sports Continental 4-seater, green, green leather, disappearing hood, Perspex screen (slding), 1 owner: £57 McKINNON'S, Langham House, 5, 5tanford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404.

1946 Rover 12 saloon, very small mileage, history of car available, perfect throughout: £850.

—Carey, 2, Northolt Gardens, Greenford, Cor. 1655.

[2806]

1934 Rover 12 de luxe saloon, supera condition; £175.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Faddington Station). Ambas-sador 1061-2. [2516]

JACK ROSE, Ltd., offer 1947 Rover 12, absolutely unarked inside and out, one owner, very low mileage; £1,075.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8.

£525.—1938 Rover 12 sports saloon, superb specially unmarked; exchanges, terms.—Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington Station.) Ambassador 1061-2.

89 5 gns.—Rover 12 1947 (reg. Feb., 1948) Conti-cealed hood, unworn tyres, very carefully used, excep-tional condition: terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

ROVER 14

RROWNS for Rovers Rover 14hp saloon de luxe, pressed steel wheels, immaculate condition throughout; £595; 3 months' guarantee —Browns Garage, Loughton (Essex) 4119 (Tube).

WEMBLEY COURT MOTORS offer:-

1939 Rover 14 saloon, black, in superb condition throughout, open to any trial; £550.—High Rd., Wembley Arnold 5221-2. (2583

POVER 14hp 1937 saloon, in good condition through-out, radio, recently thoroughly overhauled; £325. GREENHILL MOTORS, Ltd., 18-19, Greenhill Parade, Gt. North Rd., New Barnet. Bar. 5772. [2389

1939 Rover 14 de luxe saloon, guaranteed: £465; Mews, Kensington. Park 7780.

1937 (June) Rover 14 saloon, colour black, brown leather interior, radio, and many extras, original condition throughout; £395; exchanges.—Harold Webb Motors, Ltd., 338-340, High Rd., Ilford. Ilford 5151.

DAVY offers:-

ROVER 16 6-light saloon, 1947, as new, 12,000 miles; £1,295; October, (1946) 16 sports saloon, black with brown leather upholstery, 18,000 miles, H.M.V. radio.

Brown Pensits E. 1095.

Logan Place Earls Court.

Rd., W.8. Western 6493.

1937 Rover 16 saloon, completely reconditioned; H. SOLOMON & SONS, High St., Camberley, Tel. SoloMON & SONS, High St., Camberley, Tel. 34 (Established over 40 years.) All our cars are Grade 1 and fully guaranteed for 3 months. [3450

1938 Rover 16hp sports saloon, black with green interior, exceptional condition throughout JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7.

1942 T Rover 16hp sports salcon, finished grey with blue leather upholstery, 6,000 miles only, 1 owner since new, a very immaculate car; £1,275 trade and part exchange inquiries welcomed.—Car may be sent and tried at 6 P. Moriey, Lid., 54, Streatham 18,8,W.12. Tulse Hill 4488.

1947 Rover 16 sports saloon, first registered Jan., 14,000 mile. 1948 by present original owner, genuing the press-button H.M. V. secures.—Davies, 42, Chase Side, Southgate, N.14, Palmers Green 554, or after 7, Barnat 2656. [2813

McKINNON MOTORS, Ltd., offer:-

1946 (Sept.) Rover 16 sports salcon, black, brown leather, mileage 10,000, 1 owner, the whole car is in superb condition: 2985.

McKinNoN'S, Laugham House, 3, Stafford Rd., Wallington, near Groydon, Surrey. Established 1906.
Tel. Wallington 3404.

WARWICK WRIGHT, Ltd., offer:-

1949 Rover 75 sports saloon, black, suede green leather, 6,000 miles; £1,545.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
[3164

McKINNON MOTORS, Ltd., offer:-

1948 (Nov.) Rover 75 6-light salcon, black, red leather, 1 owner, Radiomobile, 9,000; £1,475.

McKinnon's, Langham House, 3, Stafford Rd., Wal-lington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404.

1949 Rover 75 6-light saloon, mileage 6,000; E1,525; trade enquiries welcomed. H. C. PAUL Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2.

1948 Rover 75 6-light saloon, 11,000 miles fitted Radiomobile and heater, absolutely faultless throughout; £1,450.

B. H. ORGAN & SONS, Ltd., Banbury Rd., Oxford, Tel. 5437.

CORDON CARS (LONDON), Ltd.—1949 (Jan.) Rover 75 saloon, maroon, 4,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

1949 Rover 75 (Feb.) six-light, black, mileage 1949 8,000, indistinguishable from new; £1,465.— J. B. Taneborne, 30, Wilton Row, London, S.W.1. Sloame [1804]

1948 Rover 75 model saloon, black, green learner, upholstery 8,000 miles, one owner, as new —Godfrey Davis, Ltd., Neasden Lane N.W.10. Oladstone 6474.

1948 Rover 75 6-light saloon, finished green with green leather upholstery, 14,000 miles only, fitted built-in H.M.V. radio, taxed; trade enquiries

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley, N.2. Tudor 2301. [1860]

1949 Rover 75 6-light saloon, finished in black mileage approx. 6.900; £1,525.—Jack Olding, Ltd., North Andley St., W.1. Mayfair 5242.

1948 (September), Rover 75 4-light sports saloon, miles only, spare unused, a really immaculate car throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley, N.2. Tudor 2501.

1048 Rover 75, 16bp, a beautiful car in brand-new maculate black cellulose and interfor luxuriously uphoistered in best quality leather; perfectly maintained and chauffeur driven; £1,45. — Carr Bros. Garages. Ltd., Purley. Uplands 4811-2-3.

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H ENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.

SELECTION of all models at attractive prices.

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BRISTOL (Bristol 21326).

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1948 75 Rover 6-light saloon, 11,000 miles, black, red leather, ex. cond.
1947 (July) 16 Rover sports saloon, 5,000 miles, black, fawn interior.
1948 (January) 16 Rover 6-light saloon, 4,000 miles, black, brown leather, excellent conditions.

dition.

1947 Rover 12 6-light saloon, 5,000 miles, grey, excellent condition.

8. Upper St. Martin's Lane, W.C.2. Temple Bar 3538, [2839]

GUY SALMON AUTOMOBILES, Ltd., offer:-

1949 (January) Land Rover, 5,000 miles, as new; Emberbrook 4343.

BEARTS of Kingston, Rover specialists, sales, spares, repairs,—102, London Rd., Kingston, Kingston 3348. £1235 Rover 16 sports saloon, first registered

V

21175 —Rover 12hp October, 1947, sports saloon grey with blue interior, low mileage.—Robbins, East Putney. Tel. 4581.

CAMDEN MOTORS.—Rover 10hp saloon, 1934, in good clean condition with typical Rover performance: CAMDEN MOTORS.—Rover 10hp saloon, 130%, in mocion condition with typical Rover performance; class clean condition with typical Rover performance; class clean condition with typical Rover performance; class conditions and performance; class conditions and performance; 2838.

CamdDen MOTORS.—Rover 10hp saloon de luxe, 1938. duo-blue cellulose, new tyres, spiendul condition and performance; 2838.

CamdDen MOTORS.—Rover 10hp saloon, 1939, maroon with maroon leather, many similar features to postwar model, etc. 2545.

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CamdDen MOTORS.—Rover 10hp saloon de luxe, 1940. dientical to post-war model, one owner, stored, moderate use; 2645.

CamdDen MOTORS.—Rover 10hp saloon de luxe, 1936. do not compared to the country of the coun to drive: asys.

Camben Mottors.—Rover 12hp saloon de luxe. 1938.

Camben Mottors.—Rover 12hp saloon de luxe. 1939.

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40, in really immacuate condition. extremely well main
Camben Mottors.—Rover 12hp saloon de luxe. 1940.

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Camben Mottors.—Rover 14hp saloon. 1934, fust over 1947. Sone owner since new condition almost as con CAMDEN MOTORS.—Rover [anp satout, 1930, in dove grey, a very nice example of a delikithui car, well maintained; £42, very nice example of a delikithui car, well maintained; £40, which is the control of gine: £625.
CAMDEN MOTORS.—Rover 16hp 1938-9, in black
and green, a most impressive car, elegant appear-Cambles Motores.—Rover ton 1930-9. In back and green, a most impressive car, elegant appearance. Each of the Motores.—Rover 16hp Salmons Tickford drop head coupe, 1939-40. 2 owners only, scarce model, well maintained; £595.

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Cambles Motores Rover 20hp sports saloon, 1937.

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Rover Cars Wanted

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971 HENLYS, Ltd., FNGLAND'S Largest Rover Distributors.

PINGLAND'S Largest Rover DISERBURGES.

DEVONSHIRE House, Piccadilly, W.I. (Grosvenor 2287).

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ROWLAND SMITH'S, the Rover buyers.—Hamp-stead High St. (Hampstead Tubet. Ham. 6041. COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers app:eclated —Portsmouth Rd., Guildford. Tel. 62907.

WANTED, post-war Rovers, all models.—Send details to:—
AROLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7, Tel. 41014-5.

WANTED low mileage, post-war Rover '0; no dealers.

-Box 2791.

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Morley, 54, Streatham Hill, S.W.2. Tulse Hills

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ACK OLDING, Ltd., 8-10, North Audley St., W.1,
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B LAKES, Rover agents, will purchase any nonCovenant Rover car.—10, Bold St. Liverpool, 1.
Tel. Royal 6622.

Jack Rose, Ltd., require low mileage Rover cars.—

Jack Rose, Ltd., Stafford Rd., Wallington Surrey,
Wallington 6677-8.

LBERT FARNELL, Ltd., would appreciate the offer
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U RGENTLY wanted, good condition Rover cars.— Brown's Garage, 5 mins, Loughton Tube Station, 199, High Rd., Loughton, Essex, Loughton 4119. [244] 199, High Rd., Loughton, Easter.

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R. P. POWELL (MOLICHS). Ltd., East London main
dealers for Rover sales service and spares.—321.
Romford Rd. Forest Gate. E.7. Maryland 4818-9 [0405

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1931 Schnieder 12.8hp sports 4-seater tourer, perfect order and coadition, enthusiast's car; 2150 or offer.—Brook, 2, Montau Mews South, George St. London, W. 1. Pad. 9839, (3467)

CAR MART, Ltd. SINGER

1949 Singer 9 roadster, 3.000 miles; £635. 1948 Singer Super 10 saloon, 3.000 miles; £725.— 1948 Car Mart, Ltd., 320 Euston Rd., N.W.I. (3018

OVERSEAS CARS, Ltd.

1947-8 Singer 10 saloon, maroon, excellent con-overseas Cars Bargains see page 35. For other Overseas Cars Bargains see page 35. For other Overseas Cars Bargains see page 35. For other bridge, 8. W.S. Tel. Kensington 7475.

1935 Singer 11 saloon, good condition; £80.—Tel. [3400

CORDON CARS (LONDON), Ltd.—1947 Singer 9 CRoadster, red. 13,000 miles.—Below.
CORDON CARS (LONDON), Ltd.—1947 Singer 9 CROADSTER (LONDON), Ltd.—1947 Singer 9 Singer 1938 de luxe saloon, good Lanark Bd., W.S. Cun. 6836.

1949 Singer Super 12 maloon, 6,600 miles.—British & Colomial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem. 5588.

295 gns.—Singer 9 (Oct., 1938) sports Roadster, black, red leather, new hood, good condition: terms, exchanges.—Rowland Smith, below.
245 gns.—Singer 9 (June, 1936) sports 4-seater, red.
245 cream wheels, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

below. 5.45 gms.—Singer Super 10 (Nov., 1947) de luxe 4one careful owner, small milesge, exceptional condition, terms. Saturdays.—Roviland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

£195.—Singer Le Mans 9hp 2-seater roadster, super condition, colour Le Mans green.— Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen.

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1936 hp Singer Le Mans sports sunshine salous;
first £150 cash secures; seen evening or weekend.—The Green Bunga'ow, Rodwell, Rowtown, Addiestone, Surrey.

3500

S.M. 1500 saloon (October, 1949), 2,300 m S.B.M.T.A. permission to sell, covenant to sign.— Speedwell Ool1.

1928 Singer Super 10 de luxe saloon, one owner, in immaculate condition throughout, identicate 1948 mode!; bargain, £259; 5 monthe' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., 1326

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JACK WILLIAMS MOTOR

£105, or by instalments.—1934 Singer 9 Le Mans coupe, 3 months' written guarantee; £105.—Stuart Wilton, 355. Finchley Rd., London, N. M., Hampstead 5712 and 8532.

10 hp saloon, 1947, one owner, low mileage, black with brown upholstery, faultless condition; £575.

—Recommended by The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011 [1490]

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1947 (July) Singer Super 10. black with brown upholistery. fitted with Lucas FT37 apot light, and various special fittings, has a very good and invely performance; open to any reasonable offer; and basic petrol available.—Translit. c/o A. J. Bates & Choriew Wood, 30 and 462.

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CASH immediately for good Singer.—H. F. Edwards. 28, Upper High St. Epsom 9400.

A NY model Singer purchased for cash.—Victor Horaman, Ltd., 79, Renshaw St., Liverpool. Tel. Royal 5561.

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CYINGER Spare parts for 9, 10 and 12hp 1395/1949.

SINGER spare parts for 9, 10 and 12hp 1956/1949

models; piease quote chassis No.—Singer Distributors
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RACING Car Specialists.

1935 Riley Sprite 2-seater, in grey and maroon, cyc.e-type wings, Imp radiator, 4-branch outside exhaust, crossflow head with twin S.U. carburetors, new overs.ze tyres all round, new hood and sidescreens, a very fast example eminently suitable for rallies and non-chassis breaking frials; 252: 1949 R.R. G. 1500 2-seater, B.M.T.A. consent terior, extras include aero screens, telecontrols to rear axle, Mellotone horns, twin spare wheels, luggage grid, etc.; a beautiful motor car at 225 below list price; 2635: 1937 Singer 1½-litre 4-cylinder sport tourer, recall to the controls of the controls of the control of the control of the control of the controls of the controls of the controls full instruments, etc.; 2536 Ritted, with telecontrols, full instruments, etc.; 2537 Ritted, with telecontrols, full instruments, etc.; 2537 Ritted, with excellent luggage of the control of the

110, Bold St., Liverpool. ROYAL 6622. 'Grams: Autocar, Liverpool.

CUDDER & WALL offer:—

\$2300 — Bugatti type 46 5-litre saloon 1931. £280

overhaul, magnificent motor,

\$25.—De Dion special 10hp 2-sester, registered
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road use 100 miles and 100 miles

1950, £10 tax, equally areaser, registered road use, stark but attractive little car with quite a lot of histor Red Label Bentley 3-litre 1925, very attractive 2000 tractive 2-litre 1925, very attractive 2-seater body with dickey, cycle type wings, excellent mechanical condition throughout, an example of a much-sought-after conveyance.
£85 - MG. 18/80 Mark II 4-door saloon 1931, in the start of the start

B. & G. MOTORS offer:—

2.155 —Singer 11...-litre open speed 4-seater, taxed black; the model that really goes; sound hood, screens, gives and battery. T.T. model 2-seater, taxed black; the model that really goes; sound hood, screens, gives and battery. T.T. model 2-seater, and the seater of the

RAYMOND WAY, the hire purchase specialists: RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300. 5% discount for cash customers.

CARS and motor cycles wanted in part exchange

RAYMOND WAY, Canterbury Rd., Kilburn, N W.6 (150 yds., Kilburn Park Station, Bakerloo Line), 13577

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BUGATTI Type 43 open sports, hood, wipers, all-over tonneau, very well shod, fine performance: £500,---

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\$350 .—Siddeley Epecial sports saloon.—LawtonGladstone 2226. [9733]

PERFORMANCE CARS, of 21, Daleham Mews. Belsize Lane. N.W.3 (Ham. 8707), offer with 3 months

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25 mph Alta sports 2-seeter, certain club race cara.—Anthony Crook Motors, Caterham Hill. Surrey. Tel. 466. [3435]

CPORTS chassis, body, and engine, in perfect con-Signatures assembling; £160 or nearest offer the lot.—P. St. John-White, 160, Highlever Rd., W.1. Lad. 0532. (2742)

4 1-litre Bentley; offers wanted 1929 Vanden Plas open 4 2 Jour: not used 1937-1947; new battery carburettors overhauled, cycle-type wings.—S. J. Pead, 168, Longlands Rd., Sidcup, Kent. [3488

TYPE 37 G.P. Bugatti 12hp, road equipped, polished engine, axles, steering, whole car spotless throughout, perfectly reliable and exceedingly fast; offers near £425.—Lister, Listerdale, Rotherham.

FRAZER NASH-B.M.W. Type 55 open 2-seater, tubular chassis, h.c. 3-carburettor engine, i.f.a, 2 leading aboe brakes in immaculate condition. P. & S. Engineering Co., 117. Dorset Rd., S.W.S. Rel. 1552.

Rel. 1552.

TALBOT 75 open semi-sports in exceptional condition, one owner since new, fitted radio new tyres and battery, an opportunity to acquire a thoroughbred car. taxed and insured; £125.—Glee Rd., Aldeburgh, 50.f-folk. Aldeburgh 77. After 6 p.m.

SPEEDSTERS, Ltd.—A.C. 1935 Greyhound Speed Model Swith most attractive 2-door sports saloon body, en gine and chassis overhauled, new schaust system, new tyres, recellulosed grey, built-in jacks, 16hp 6-cylinder ohe, tull ration, a most creditable and fast sports car:

5. PEEDSTERS Ltd.—Offices at Old Straddles, Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 28 minutes from Victoria. [2932

MORGAN 4/4. 1939 model 2-seater sports, 1096.

MITTED 1949 front anxie and suspension unit, engine rebuild 3,000 miles ago streem lenet clutte. Sprayed blue/cream last Augus, tyre-gluenet clutte upholisms and suspension unit, in the street control of the street clutter in the street cl

Sports Cars Wanted

M THE CAR MART, Ltd., wish to purchase sports cars,—320, Euston Rd., N.W.1. Euston 1212 (0972

ROWLAND SMITH'S the sports car buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041. CHARACTER CARS

RGENTLY require to purchase vintage sports cars. Please send details and photograph to the address below for immediate attention; distance immaterial.

CHARACTER CARS. Queens Garage. Queens Rd. Wimbledon, S.W.B. 10 minutes Wimbledon Station (S.R and District).

PERFORMANCE CARS buy sports cars and nothing else.—Daleham Mews, N.W.3. Hampstead 8707. A LVIS 12/50 or similar, state vintage, particular, and price.—33, High St., Melton Mowbray. Tel. 533, 1346;

FORD 10hp 1938 or '39 chassis suitable for special wanted.—A. K. Haworth, 2, Tenby Grove, Spotland, Rochdale.

ENTHUSIAST requires approximately one-litre pre-war sports car.—Reed, Dunrobin, Bristol Road, Sherborne, Dorset. [3220]

CHARLES RICKARDS. Ltd., wish to purchase sports cars in really good condition.—56, Bayswater Rd., W.2. Paddington 1820.

Sports Cars Spares and Service
A UTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496.

\$165 -1955 S.S. Airline sports saloon, faultless
BRAY MOTORS, 180-184, West End Lane, N.W.6,
Hampiead 6490. [3234

159 gns.—1935 S.S. 12hp sports saloon, good condi-tion.—Autosnips, 5, Balham High Rd. Bal-1509.

195 gns.—S.S.I. 1935 16hp Airline sports saloom, black, sliding head, blue leather, two spare wheels, very good condition; terms, exchanges, list; open 9-7 week-days and Saurdays.—Rowland Smith Hampstead (4Hampstead Tube). Hampstead (54), 13233

S.S. Care Wanted

CASH immediately for good S.S.—H. F. Edwards, 154,
Gt. Titchfield St., W.I. Langham 0012, 12967

ROWLAND SMITH'S, the S.S. buyers.—Hampstead
High St. (Hampstead Tube). Ham. 6041. [0988

GLANFIELD LAWRENCE offer:

1939 Standard 8 saloon, blue, very nice condition throughout; £295.—407, High Rd., N.1. [518]
WEMBLEY COURT MOTORS offer:—

1946 Standard 8 saloon, black, condition as new throughout, any trial; £425.—High Rd... Arnold 5221.2 CHARLES RICKARDS, Ltd., the house of standing and require.

CHARLES RICKARDS. Ltd., the nouse of manding and repute.

1948 Standard 8 drop head coupe, one owner, grey, 156,000 miles; £500.

56 Tube Standard 8 drop head coupe, one owner, grey, 256 Tube Station. Tel. Paddington 1820. [2762]

1948 Standard 8 tourer, 14,000 miles, condition absolutely immaculate; £465. Ltd. Coal RONALD £465. Ltd. Coal Wharf Rd., W.M. 126. Shepherd's Bush 2251. [1791]

1946 Standard 8 tourer, black, new yres; £345.—

Allery & Bernard, Ltd., 372. King's Rd. S.W.3. Fla., 7845.

S.W.3. Fla. 7345.

2. O C — Standard \$1939 drop head coupe, leather nomical; choice 4 others.

DENMOTORS, 1. Clairendon Rd., Holland Park, London, W.11. Park 5068-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube).

COU yarus Houland Fark Tube).

STANDARD 8 1946 de luxe saloon, one owner, as new. Standard 8 1946 de luxe saloon, one owner, as new. Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.8. Mountriew 4401.

G85'S MOTOR MART.—1946 October Standard 8 saloon, grey, excellent written guarantee.—5, Warren St., W.1. Eus. 4110.

Marren St., W.1. Eus. 4110.

Warren St., W.I. Eus. 4110.

275 gns.—Standard 8 1939 de luxe saloon, black, brown leather, very good condition; terms, exchanges.—Rowland Smith, below.

245 gholstery university grey, blue up-dependent of the saloutery universely grey condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

Hampstead 6041.

1939
Standard 8 saloon, blue, sun roof, blue leather, a good economical car with smart appearance; £225; terms and exchange.

DOUGLAS CAR SALES, 24, Dorset Rd. Tottenham.
London, N.15. Tel. Stamford Hill 7552. [3203

D'London, N.15. Tel. Stamford Hill 7502.

1939 Standard I 4-str., carefully used, splendid roder; £240; see page 32.—Smith & Hunter, 376, Kensington High St. W.14. Western 2512.

1947 Standard & d.h. coupe, in immaculate conson, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8.

Springpark 5477-8. [3558]

1047 Standard 8, in immaculate condition, very low mileage, 5 months written guarantee; 440.—Colindale Service Station, 155, 157 and 159. Edgware Rd., N.W.9. Tel. Colindale 6122. [2303]

1047 Standard 8hp tourer, 17,000 miles, grey, radio, Perspex side-screens, 3 months; guarantee; 2425.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, Sw. Jt. Battersea 1166, 12676

SPIKINS (TWICKENHAM), Ltd., offer 1947 (Sept.) Standard Shp saloon, condition almost as new low mileage, several extras; £475—33-101, Heath Rd., Twickenham, Middlesex. Tel. Popesgrove 1035-7, [2336

STANDARD 9 '38, taxed, insured; £255.—114, Turner Rd., Queensbury, Edgware.

1938 Standard 9p de luxe saloon, black, red leather, an exceptional car; £285.—Vandervell's, 215, Haverstock Hill, N.W.3. Primrose 4441, 13142

well's, 215, Haversuce that the condition of the conditio

\$74NDARD 10

\$299.—1939 Standard Super 10 4-door de huse saloon, black, brown hide, clean, taxed.

BRAY MOTORS, 180-184, West End Lane, N.W.6.
Hampisted 6490.

£298.—Standard Flying 10 1938-39 4-door saloon, interior and bodywork excellent, v.g. tyres: choice 4 others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Tube).

28 5 gns.—1938 Standard Flying 10 4-door saloon, black, leather upholstery, exceptional condi-tion; £95 deposit.—George Clarke (Motors), Ltd., 278-278, Brixton Hill, S.W.2. Tulse Hill 3211.

STANDARD 12

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444, STANDARD 12hp drop head coupe (first registered April, 1847), black with red leather uphoblery, mileage 19,000, first-class condition throughout; 259, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

H. A. SAUNDERS, Ltd., offer:-

1947 Standard 12 saloon, black/red; £675.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. GLANFIELD LAWRENCE offer:-

The standard 12 saloon; 2675; immaculate concepts of the standard 12 saloon; 2675; immaculate concepts of the standard 12 saloon; 3185 GATEHOUSE Offer 1948 Standard 12hp saloon, fitted radio as new; 2775.

CATEHOUSE MOTORS. Ltd., Highgate Village, London, N.6. Mountview 4444.

TANDARD 12 saloon, finished black with brown leather upholstery, 16,000 miles, first registered late 1947; 2675.—2ack Odding, Ltd., North Audley St., W 1. Mayfair 5242.

MEBES & MEBES, Ltd. (Est. 1893), offer:-

1948 Standard 12hp de luxe saloon, grey with blue hide upholstery, coachwork in unscratched condition, mechanical condition and tyres excellent, practically a new car; £750.—The Broadway. Mill Hill, N.W.T. Tel. Mil. 2000.

D. J. SHEPHERD and Co. (Enfield), Ltd., offer:-

Standard 12 de luxe sun salon, 1.15., black throughout, showrom condition; £450. — D. J. Stephere & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield Howard 1631.

1948 saloon, 12hp, black, radio, year's petrol taxed, magnificent car; £725.—Renn, Potter [274]

1947 Standard 12 saloon, one owner, black/brown 2675.—Odeon Motors, tdd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [3184]
1946 Standard 12 saloon de luxe, black and beige, in monther written guarantee.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051.

22 5 gns.—Standard Flying 12 May, 1936, de deather, very good condition, terms, exchanges; list: 9-7 week-days and Saturdays.—Rowland Smith, H stead (Hampstead Tube). Hampstead 6041.

£64 deposit or £199 cash, June, 1937, Standard Flying 12 saloon, black, with blue leather, very good appearance, and an excellent chassis; terms quickly arranged; open 9-8 week-days.—0. & 8, Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8003-6.

STANDARD 14

W AROLD PERRY, Ltd., Invicta Works, 279. Ballards Lane, North Fischley, N.12. Tel. Hillside 4444.

CTANDARD 14bp. Registered March, 1948). black with hue leather uphosered and side-ing roof, 1,000 miles, perfect motor are 279. Ballards Lane, North Finchley, N.12. Tel Hillside 4444.

H. A. SAUNDERS, Ltd., offer:-

1948 Standard 14 saloon, black/red, 6,000 miles; H.A. SAUNDERS, Ltd., Austin House, High Rd., Korth Finchley (100 yds north of Tally Ho! Corner), Hillside 0024,

OE THOMPSON (MOTORS), Ltd.

1948 (June) Standard 14 saloon, colour black, fitted radio, immaculate condition; £725.

JOE THOMPSON (MOTORS), Lid., 97, Fulbam Rd., South Kensington (next to Michellus), Kcn. 4858.

CLAND & TABOR, Ltd., offer:-

1948 Standard 14 saloon, grey, blue leather, fitted interior heater, 12,000 miles only, one owner, virtually a new car, we originally supplied the car and have serviced it since; 2750.

A PPLY North Road Garage, Welwyn. Tel. Welwyn 481. [3514]

1948 Standard 14 saloon, 4,000 miles.—British Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

1939 Standard Flying 14 de luxe saloon, taxed, guaranteed; £285; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [3374

1939 Standard 14 touring saloon, similar to post-war model, excellent condition throughout, Also 1938 Standard Plying 14 saloon, recommended, FERARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Clas. 2234, [6228

1947 (Oct.) Standard I4 black saloon, 9.500 miles, E795.—Lloyd, 69, Tolmers Rd., Cuffley, Herts. Tel. Cuffley 2016.

SPIKINS (TWICKENHAM), Ltd., offer 1946 Standard S 14hp drop head coupe, very well maintained, immaculate condition; 2750.—38-101, Heath Rd., Twickenham, Middlesex. Tel. Popesgrove 1035-7. [2338

1948 (Nov.) Standard 14hp de luxe saloon. grey, £750.—Gibsons Sports Cars (Christchurch), Ltd. Lynd-hurst Rd., Christchurch, Hants. Tel. 912. [289

nurst Rd., Christchurch, Hants. Tel. 912. [2898]
TANKARD & SMITH, Ltd., offer 1938 Standard Flying
14 saloon, in black with green leather, recendly
fill a selection of the sele

TOM GARNER, Ltd., offer:-

1949 Standard Vanguard saloon, green, with maroon leather, radio, heater, etc., 8,000 TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6.

1949 Standard Vanguard saloon, 5,000 miles.— British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

Martin's Lane, W.C.2. Tem. 3585.

1949 (March) Vanguard, radio, heater, loose covers, rimbellishers, spare unused, tool unwrapped, under 4,000 miles appearance and condition as new: £945.

DREW'S WOOD GRANGE SERVICE STATIONS, Ltd., Romford Rd., London, E.7. Grange Wood 0288.

STANDARD MISCELLANEOUS

ORDON CARS (LONDON), Ltd.—1949 Standard

Vanguard saloon, green/red leather, 11,000 miles,
radio.—Below.

ORDON CARS (LONDON), Ltd.—1948 Standard 14

ORDON CARS (LONDON), Ltd.—1948 Standard 14

ORDON Linck/red leather, 11,000 miles.—Gordon
House, 775, Euston Rd., N.W.I. Euston 6611. [3]08

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.S. Tel. Flax. 4801-5.

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red pen np-300 ard ier,

CAR MART, Ltd.

1947 Standard 8 saloon, 20,000 miles; £425.
1948 Standard 12 drop head coupe, 7,000 miles; £825.
1948 Standard 14 saloon, 5,000 miles; £839.
1947 Standard 14 saloon, 12,000 miles; £715.

1949 Standard Vanguard saloon, radio, 4,000 miles.

—Car Mart, Ltd., 150, Park Lane, W.I.

[3019] Grosvenor 3434.

349 gns.—1939 Standard 14 de luxe saloon, superb condition.—Below.
149 gns.—1936 Standard Flying 12 saloon.—Auto-snips, 5, Balham High Rd. Balham 1509, 3474

CARRS AUTO SALES Ltd. Croydon-Puriey area distributors always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052]

Standard Cars Wanted

M THE CAR MART, Lid., wish to purchase Standard cars -150, Park Lane, W.1. Grosvenor 3434.

 ${f R}^{
m OWLAND}$ SMITH'S, the Standard buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041. CASH immediately for good Standard.—H. F. Edwards. 154, Ot. Titchfield St., W.1. Langham 0012. | 2968 MARSTON MOTOR Co., Ltd., for your Standard.— Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, W.15. LIGHT CAR Co., of Derby, require: 1947-8 Standard
14 saloon.—The Motor Showrooms, Derby. Tel.
3658.

POST-WAR Standard required, cash payment.— Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

A LBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216]

STARNES MOTORS, 103, Cricklewood Bro N.W.2, require modern Standard cars in good cond.; cash or exchange.—Tel. Ols. 2480.

URGENTLY wanted, good condition Standard cars.— Brown's Garage, 5 minutes Loughton Tube Station. 190, High Rd., Loughton, Essex. Loughton 4119. [2757]

Standard Spares and Service

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Standard Spares and Service

Service and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assembles. In Service spares are spares and service exchange assembles. STANDARD & TRIUMPH SALES, Ltd., London Distri-STANDARD & TRIUMPH SALES, Ltd., London Distribution, Junction Boundary Road and Abbey Road, B., John's Wood, N.W.S. Maida Vale 914 (10 lines). [0166]

STANDARD and Triumph spare parts, place your orders with John Kaye (Leeds), Ltd., 18, New York Rd., Leeds, 2.

Rd., Leeds. 2.

REPAIRS and service for Standard and Triumph cars
by the Standard agents.—Kelross Garage, Highbury Gardens, N.S. Canonbury 6190.

GYANDARD spares for all models; largest provincial
stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel.
5322).

SPARE parts by return of post; quote commission of number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors. Grimsby. 781. 5486.

D ROCKHURST GARAGE.—Harrow agents for Standard Triumph; sales service. spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561.

Grimsdyke 561.

Grandard spares, large stocks.—Post your enquiries

Tandard spares, large stocks.—Post your enquiries

To Northdown Motor Co., Northdown Rd., Margate,

Street of Standard Vanguard and Triumph cars
for lie of Thanet. Tel. Margate 1182

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vant stocks of spares for all models, the Standard specialists or of spares for all models. The Standard specialists or of the Standard exchange engines guaranteed 5 months; Girling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 9808-9.

Av., Finchley, N.S. Finchley 9808-9. [0002]

PROADFIELDS GARAGE & ENG. Co., Ltd., North London Standard specialists: comprehensive stock of spares: write or telephone; engulities given promote attention: collection and delivery North London, and despatch to any part of country. Rotor backets of extensive sole distributors: sole distributors: sole distributors: sole distributors sole distributors and partners on application; large stocks in various colours. In Beddard House Cockfosters Herts. Tel. Barnet 7301-2-5. [0516]

COOMBS & SONS (GUILDFORD), Ltd offer:-

1936 (July) Studebaker President 30hp Salmons cabriolet. black; £250.—Portsmouth Rd.. (7577)
CASS'S MOTOR MART.—1938 Studebaker Commander Cabn salcon, grey, radio, recently overhauled and recellulosed: written guarantee.—5. Warren St... W.1. [2617]

FOR sale, 1936 Studebaker saloon, 30hp President model, in first-class condition throughout, would make ideal large taxt; offers over £300.—Wayre, Mileham. King's Lynn, Norfolk. [3503

10 40 Studebaker Landcruiser saloon, full de luxe equipment, low mileage immaculate condition; £2.175.—Sidney Marcus, Ltd., 33, Sloane St., S.W.I. Tel. Sloane 587-6970

3-litre Sunbeam, perfect mechanical condition, all-weather equipment, any trial or examination; £260. —336, Goldhawk Rd., W.6. Tel. Riverside 4955. [5495]

Sunbeam Spares and Service
CROWN wheels and pinions for all Sunbeam models,
state ratio.—Barlow & Chidlaw, Ltd., Pendleton.
Manchester. [2668]

CAR MART, Ltd.

1948 Sunbeam-Talbot 90 sports salcon, 5.000 miles; £1,285.—Car Mart, Ltd., \$20, Euston Rd., N.W.1. Euston 1212.

TOM GARNER Ltd., offer:-

1949 Series Sunbeam-Talbot 30 sports saloon, gun-metal, with grey leather, beater, etc., 7,000 TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.
Blackfriars 9265-6. [2798]

G. W. WILKIN, Ltd., offer:—

1947 Sunbsam-Talbot 10 drop head coupe, small mileage, one owner; £750.

WESTON PARK, Ringston-on-Thames. Kin. 2241.
[3089]

WARWICK WRIGHT, Ltd., offer:-

WARNICK WRIGHT, Ltd., offer:—

1948 Sunbeam-Talbot 80 saloca, gunmetal grey, grey leather, 7,000 miles; £1,225.

WARWICK WRIGHT, Ltd., 150, New Bond 8t., W.1.

1949 Sunbeam-Talbot 90, low mileage, with radio; £1,195.

1948 Sunbeam-Talbot 2-litre, low raileage: £895.

1948 Sunbeam-Talbot 10; £795.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13.
[3201]

1948 (December) Sunbeam-Talbot 90 sports saloon, mileage 9,000, back with brown leather up-holstery; £1.225 or offer.
THE COUNTY GARAGE, Gerrards Cross. Tel. Gerrards Cross 2279/5725.

1948 Sunbeam-Talbot 10 saloon, 7,000 miles, un-Winchester. Tel. Winchester 4834.

1947 2-litre Sunbeam-Talbot saloon, 21,000 miles, 1947 faultiess condition, 2765,—Crawley, 48, Kensington Court, W.S. Western 6015.

1947 2-litre Sunbeam-Talbot saloon, 21,000 miss, faultiess condition; 2765.—Orawley, 48, Kensington Court, W.8. Western 6015.

Camden McTords.—Sunbeam-Talbot 10hp sportsmouth, very good engine; 2375.

Camden McTords.—Sunbeam-Talbot 10hp sports-throughout, very good engine; 2375.

Camden McTords.—Sunbeam-Talbot 10hp sports-throughout, very good engine; 2375.

Camden McTords.—Sunbeam-Talbot 10hp sports-throughout 10 misses of the second sports of real cambridge of the second sports of real cambridge of the second sports of the sec

1949 Sunbeam-Talbot 90, finished satin bronse, red leather; £1,175.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon [1816]

SUNBEAM-TALBOT 90 salcon, finished satin bronze with maroon leather upholatery; £1.375.—Jack Olding, Ltd., North Audley St., W.1. Maylair 5242. First registered March 1949.

£439.—1939 Sunbeam-Talbot special carburettor overhauled, reconditioned engine, respray, new tyres, carpet, batteries, etc.; twin outside hooters, demister and fram filter; taxed year; two owners from new; fitted oil coil, giving a scinillating yet mechanical performance.—24, Park Hill, Birmingham, 13.

Sunbeam-Talbet Cars Wanted

 $egin{array}{l} \mathbf{R} \\ \mathbf{R} \\ \mathbf{O} \end{aligned}$ istributors.

REQUIRE modern low-mileage Sunbeam-Talbot cars BIRMINGHAM.-Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriara 6677)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.) POOTES, Ltd., Devonshire House, Piccadilly W.1.

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—
Hampstead High St. (Hampstead Tube). Ham. (0990)

Sunbsam-Taibet Cars Wanted
CHARLES RICKARDS, Ltd., wish to purchase good
used Sunbsam-Taibot cars.—56, Bayswater Rd.
W.2. Paddington 1820.

W.H. Faddington 1820. [2789]
CRIPPS OF NOTTINGHAM urgently require all models Sunbeam-Taibot cars.—R. Cripps & Co. Ltd., the Sunbeam-Taibot distributors, Parliament St. Nottingham. Tel. 44559. [1485]
Distribution Tel. 44559. [1485]
Distribution Taibot modern cara required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Tempic St., Birmingham, and Birmingh

A RMITAGE MOTORS (WESTMINSTER), 213-219, Broadway, Wimbledon, and Wilton Mews. 8, W.I. Liberty 4390.

R. F. FUGGLE, Ltd., offer for sale the following Taibot cars, all of which have our absolute recommenda-

1936 105 Speed sports aaloon.
1935 110 James Young 2-door aaloon.
1935 Long 75 6-light saloon.
1939 95 6-light saloon.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. 1933 Talbot 14 sunshine saloon de luxe; £135.-L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [2867

1934 Talbot 105 drop head foursome coupe, guaranteed; £165; payments.—Oidfiel Russell Gdns. Mews, Kensington. Park 7780

345 gns.—Talbot 10 1938 model foursome drop head coupe, black, blue leather, wheel discs, excellent condition; terms, exchanges.—Rowland Smith

below. 325 gns.—Talbot 1936 31/4-litre 4-door sports saloon \$25 black, sliding head, blue leather, preselector, excellent condition; terms, exchanges.—Rowland Smith

below. 25 gna.—Talbot 1934 21hp 105 Speed sports 4-22 5 seater, blue, blue leather, preselector, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamp-stead (Hampstead Tube.) Hampstead 6041. [3294

1935 105 aports tourer, laid up many years, total mileage 54,000, recently overhauled, tyres, hood and paintwork new, car for the connoisseur: £275.

—Campbell Symonds, Wembley 6262.

1934 Talbot 75 sportsman's saloon, 500 miles since overhaul, including rebore, remetalled bearings, regiound crankshaft, new timing gear, new batteries, etc.; nearest £150.—42, Devonshire Rd. Edmonton, N.9.

£395:—1938 Talbot 5-litre saloon, gunmetal grey, hide interior, the lowest priced best value for money of this type ever offered, similar appearance to Sunneam-Talbot, looks worth £1,000; definitely unrepeatable; first cheque secures.

BRAY MOTORS, 180-184, West End Lans, N.W.6. [8226]

WALTER SCOTT, Ltd.—1937 (May) Talbot Speed 105 aloon, black beige hide, 33,000 miles only, synchromesh, Andre telecontrols, Philos radio, and many other extras, looks and runs as new; £575.—59, Ooliege Crescent, Swiss Cottage, N.W.S. Primrose 5914. [6560

Taibet Care Wanted

ROWLAND SMITH'S, the Taibot buyers.—Hampstead
High St. (Hampstead Tube). Ham. 6041. (099) Cash immediately for good Talbot.—H. F. Edwards. 154. Gt. Titchfield St., W.1. Langham 0012, [2969

CAR MART, Ltd. TRIUMPH

1948 Triumph 1800 Town & Country salcon, 6.000 miles: £1,125.—Car Mart, Ltd., 150, Para Lane W.1. Grosvenor 3434. (3021

J. DAVY offers:-

PRIL 1948 Triumph Roadster, black with beige hide upholstery, Clayton heater, many other extras. S25; also town and country saloon, January, 1949. black with beige hide upholstery, Clayton heater one owner, amail milessee; 81.055.

T. A. Western 6493.

1947 1800 Roadster, grey with blue low mileage 1944 1800 Rasor Edge saloon, black with fawn, one owner, carefully used.
1937 1460hp Vitesse sports saloon, black with 1937 red, exceptional car.
NEWNHAM House, 235-7-9, Hammersmith Rd.
London, W.6. Riverside 4646.

TOM GARNER, Ltd., offer:-1948 Triumph 1800 razor-edge saloon, black, with beige hide, heater, etc., 8.000 miles.
TOM GARNER Ltd., 10-12, Peter St., Manchester, 2.
Blackfriars 9265-6.

HAROLD RADFORD & Co., Ltd

1948 (July) Triumph Roadster in grey with blue condition throughout.

1948 (July) Triumph Roadster in grey with blue condition throughout.

1948 (July) Triumph Roadster in grey with blue condition throughout.

1948 (July) Triumph Roadster in grey with blue condition throughout.

1948 (July) Triumph Roadster in grey with blue condition Roadster upon the condition of the grey condition of the gr

CHARLES FOLLETT, Ltd., offer:-

1949 Triumph razor edge saloon, gunmetal, grey leather, one owner, 10,000 miles, condition as new, £1,075; free of covenant.

18. Berkeley St., W.1. May, £368.

SERVICE, Works & Stores, 12, Wellesley Ave., W.6.

SRIV, 1413.

WARWICK WRIGHT, Ltd., offer:-

1949 Triumph 2,000 Roadster, metallic green, red leather, 3,000 miles; £1,095.
1948 Triumph 1900 R.E. allose, gunmetal grey, grey leather, 2,000 miles; £1,195.
WARWICK WRIGHT. Ltd., 150, New Bond St., W.1.
| 15166

McKINNON MOTORS, Ltd., offer:

111 49 (Feb.) Triumph 1800 14hp razor edge saloon, day the property of the pro

GUY SALMON AUTOMOBILES, Ltd., offer:-

1948 Triumph Roadster, fitted heater, radio an Fram filter, in outstanding condition: £885 another 1947; £795.—Portsmouth Rd., Thames Dittor Emberbrook 4343.

Emberrow 4343. [5305]

D. J. SHEPHERD & Co. (Enfield), Ltd. offer:

PRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout: £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Heritord Rd., Enfield. Howard 1651.

CORDON CARS (LONDON), Ltd.—1948 Triumph 1800 at 1200 miles.—Below Cornecting saloon, black, 14,000 miles.—Below Cornecting saloon, black, 15,000 miles, radio, heater.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

CASS'S MOTOR MART.—1948 Triumph Roadster. black, written guarantee.—5, Warren St., W.1. [9296]

19398
1948 Triumph razor-edge saloon, radio, heater, taxed, as new; £975.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [2113]
1948 Triumph Roadster 2-seater, grey, 16,000 miles: £845.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [250]

1948 (June) Triumph Roadster, grey, blue leather, one driver, 5,900 miles, excellent; £850.—
Crooks, 46, Harley St., W.1. Langham 3240. [3259]

1949 Triumph Roadster 2,000 cc, colour grey, one owner, small mileage, like new; £975.—Central Motors (Pad.) Ltd., 14, Harrow Rd., W.2. Pad. 7666.

1939 Triumph (May) 14hp saloon, in excellent condition; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.I. Langham 3635 and 3934.

and 3854.

Drivately owned February 1949 Triumph 20 11898

Drivately owned February 1949 Triumph 20 Roadoffer tor, grey with red upholstery, 9,000 miles; nearest
offer to £850.—The New Central Garage, Ltd., Cartuther
Works, Liskeard 5122.

1948 (July) Triumph Roadster, grey red upholcentral Salory, heater, immaculate condition, 14pp.
52 mpg; £86ery, heater, immaculate condition, 14pp.
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56 mpg; £96ery, heater, immaculate condition, 14pp.
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58 mpg; £96ery, heater, immaculate conditi

Rd., Brighton. Brighton 28852. [3216]
405 gns.—Triumph Dolomite (July, 1940) 14/65hp
Ace discs, new hood, carefully used, excellent condition;
terms, exchanges.—Rowland Smith, below.
505 gns.—Triumph 1600 1946 Roadster gummetal.
507 gns.—Triumph 1600 1946 Roadster gummetal.
508 gns.—Triumph 1600 1946 Roadster gns.—Triemph 1600 1946 Roadst

Hampstead 6041.

1949 Trimmph razor edge saloon, grey with leather radio, defrosters, ticensed December, 1950, 1 owner, almost as new; £1,150.—Robbins, East Putney. Tel. 4581.

1948 Triumph Roadster, in polychromatic grey with blue leather upholstery, perfect condition, low mileage; 2875 or near offer.—G. & C. Motor Garages, Canning Rd., Wealdstone, Harrow. Harrow 3432.

14. p Triumph razor edge saloon, 1949 model, 3,700 miles only, one owner, car fitted H.M.V. radio. interlor heater system; £1,195.—Recommended by Austin House, 144, Golders Green Rd., N W 11. Speedwell 0011.

weii 001. [1495]

E 8 2 5 —November 1946 Triumph 1800 razor mide uphoistery; scrupilously maintained since new: cominal mileage only; H.M.V. push-button radio mobile: hire purchase can be arranged on deposit as low as £207

if required.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds.

[3115]

Tel. 2381 and 3115.

1949 Triumph Roadster, covenant free, 9,000 miles, green, red uphoistery, many extrasincluding Radiomobile, heater and defroster, whole car in spotless condition, one private owner, taxed for year, full basic: terms can be arranged; £900.—Steve Eastmead, 11/14, Ivor St., Camden Town. Guillver 1763.

[2755]
TRIUMPH Roadster, 2,000, 18hp (March, 1949), grey with red upholstery, 5,000 miles, most carefully run-in, driven and maintained, this excellent car is in distinguishable from new in every way, out of covenant March 5th, licensed to end of year, full trial and inspection; 2550.—L. C. Potter, 13, Barnhill, Stamford, Lunes. (74e, 2020).

Lines. (Tel. 2020).

2435 — Triumph 14hp Dolomite saloon 1339, coachwork in excellent condition; finished suede green, leather interior in immaculate order, chromed waistline, tyres as new; to see and handle this car would reveal the Triumph Dolomite at its very best; clean cut lines, fiashing performance, extreme comfort at speed, combined with appearance second to buyer of such an attractive example at any performance of the complex of

Chase terms can be arranged to desired.

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Tel. Sta. 8000. Seven Sisters Rd., Tottenham.
[0182]

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SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Manufacturers' largest stockist in Britain of Manufacturers and service exchange assemblies.

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TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646 [1539

DISMANTLING Triumph Gloria 10hp; all parts less body and wheels.—Smith's Motors, 4, Derwent St., Derby 46351.

PASIL ROY Ltd.—Triumph spares, complete wholesale and retail.—161. Gt. Portland St., Langham 7733.

Langham 7755.

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1948 (December) Jowett Bradford Utility, 6-light, 1948 (December) Jowett Bradford Utility, 6-light, green and black, 6,300 miles, very carefully maintained.

H AROLD RADFORD & Co., Ltd., specialists in redesigning and building wooden metal-panelled shooting brakes or all-metal farmality dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S,W.7. Ken. 6642.

PHILIP RICKARDS, Ltd., offer:-

1949 Riley 2½-litre utility, mileage 700.—4, Brick St., Park Lane, London, W.I. Gro, 4772/3. [2944]
CHARLES FOLLETT, Ltd., Sole Distributors London and Home Counties, offer:—
1949 Lea-Francis utility, 10.000 miles, one owner, heater, carefully maintained, a very smart and useful vehicle; 250.
18, Berkeley St., W.I. May, 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [3069]

1947 Bradford Jowett with utility bodywork, low milesge, very clean; £395
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [1817

1949 series Jovett-Bradford de luxe utility, low milesge, one owner.—Autowork, Ltd., Winchester. Tel. Winchester 4854.

CORDON CARS (LONDON). Ltd.—1948 Lea-Francis Utility, 15,000 miles, excellent condition.—Gordon House, 375, Euston Rd., N.W.I. Euston 661.

HUMBER, first registered 1948, exceptionally line and roomy utility body; £525.—E. Gomme, Ltd., Spring Gdns., High Wycombe. Tel. High Wycombe 450. [2824]

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offer.—Jackson. Lee Bay Hotel, Lee. Nr Ilfraces [2377]

Bradford Utility van, February, 1949, guaranteed genuine mileage under 600; price £525.—R. S. Mead, 42, Queen St., Maldenhead. Tel. Maldenhead 2642.

1949 Jowett Bradford utility, Delux, one owner, small mileage; no dealers; £475.—Lee-Smith, 101. Burbage Rd., Herne Hill, S.E.24. Brixton 515.

3815. [3261]
1946 Bradford Utility, body by outside coachbuilders, 4-seater, beige/brown finlsh; £360.
Odeon Motors, ttd., Barnet, Herts. Tel. Barnet 4100
(private exch.). [318]

LEA-FRANCIS (first registered Nov., 1949) luxury van.
4,000 miles, B.M.T.A. release remainder of
covenant to be signed; e225; terms, exchanges.—Mason
Bros., Norfolk Garage, Blagden St., Sheffield. Tel.
2956

J OWETT Bradford utility van, 1948, fitted side win-dows and clear van floor, grey, brown upholstery, 4,200 miles only, unblemished, guarant-ed; £925.— Austin House, 144, Golders Green Rd., N W 11. Speci-dwell 0011.

well 0011. 1437

1938 Hudson shooting brake in perfect condition. Motors, one owner; with first-class coachbuilt body by Dennis Bros; offers.—Perivale Motors, Ltd., Western Ave., Greenford.

1948 Fordson 10hp utility, small mileage, £500; necligible, £425; both machines have original tyres as next sparse tunused; terms, exchanges.—A. E. Palmer Motors, Ltd. Luton 1422.

CENTRAL GARAGE, Croydon, offer 1948 Jowett Bradford utility de luxe, finished buff, speedometer reading 18,000; £353; also 1948 Jowett Bradford utility, speedometer reading 16,000 miles: £385.—Central Garage. Tel. Croydon 7464.

1947 (Nov.) Hillman Minx Estate car, genuing mrleage 10,000, maintained and carefully used only by ourselves.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1865.

Heath, Herts. Tel. 1685. [1013]

Utility Cars Wanted

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R oWLAND SMITHS, the Utility car buyers.—Hampstead Tube). Ham. 6041. [083]

WANTED, shooting brake or utility 10/15bp, full particulars.—Stanley, 316, Strone Rd., London, E.12. [3240]

1947 Vauxhall 10 4-door black saloon, 13 wears. Jack STONE & SON, 221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 2276-7 and 1054-5, day and evenings.

£298.—Vauxhall 10 1948 sun saloon, leather in-terior, excellent mechanically, good tyres,

belongs 4 of the control of the cont

1948 Vanxhall 10, 6,000 miles only since new, superh condition: 6625.—Steele Griffitha, 295, Camberwell New Rd. S.E.S. Rodney 2201, 2206, 3477

1947 Yauxhall John salom, black immacular condition, 11,000 miles; £650.—6 & R. Garage, Ltd., 35, Victoria Rd., Surbiton. Elmidse, 4863.

1939 Yauxhall I osportsman's saloon, finished in cream, mechanically sound, bodywork and chrome perfect, extras include radio, a very attractive car well worth considering, bargain; £365.

M.B. MOTORS, 336, New Cross Rd., London, S.E.4, Tideway 3779.

H. A. SAUNDERS, Ltd., offer:

H 48 Vauxhall 12 saloon de lure, 9,000 miles; H 4. SAUNDERS, Ltd., Austin House, High Rd., Hillside 0024, Horizon de Tally Ho! Corner),

Hillside 0024. [3158

1946 Vauxhall 12 saloon, one owner, reconditioned engine, black; 2555. Euston Rd., Loadon, 3084

1936 Vauxhall 12 saloon, good condition; 3084

1936 Vauxhall 12 ps saloon, good condition; 2185. — Tel. Ravensbourne 6105. [3599

1940 Vauxhall 12 silver grey saloon; h.p. terms prortland 8t, w.l. Langham 3635 and 3954. [3169

1939 Vauxhall 12hp saloon de luxe, marcon, brown hide, in excellent condition; 2345.—Vander-veils, 215. Haverstock Hill, N.W.3. Primrose 4441. [1608

1939 Vauxhall 12 de luxe saloon, black, in excellent condition; 2355.—Harry Naah Motors, Ltd., 348, King St., Hammersmith. Riverside 2837-8. [3352

mith. Riverside 2837-8.

DICKS CAR SALES offer:—

1948 Vauxhall 14hp saloon, one owner, radio, etc; £775.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. [2629]

1936 Vauxhall 14hp drop head coupe; £195.—Tel. [3388]

1937 Vauxhall 14 de luxe saloon, overhauled by Shaw & Kilburn, any trial; £275.—Sloans 4353.

1949 (reg.) Vauxhall 14 saloon, low mileas Kenilworth.

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1936 Vauxhall 14 saloon, in immaculate order; 2225.—Herbert & Mills, Church Rd. Ashford, Middx. Tel 2960. Vauxhall 14 pype saloon, first registered 1948, small mileage.—Hazlemere Motor Co. W/A, Ltd. Waltham Cross 2275-67. [1574]

2775.—Vauxhall 14 (October, 1947) saloon, black, Robbins, East Putney. Tel. 4881. [1010]

rodonis, East Futney. Tel. 4581. [1010]
1938 vauxhall 14 douring de luxe saloon guaranledge, Mews, Kensington. Park 7780. [3373]
1946 vauxhall 14 saloon black, brown leather, neather and other accessories: excellently maintained property usuaranledge, S4a, High St., Watford. 761, 7525. [2338]

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1948 Vauxhall Wyvern saloon de luxe, 4,720 miles; £845.

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WARWICK WRIGHT, Ltd., offer:—

1948 Yauxhall Wyvern saloon, black, fawn cloth, 9,000 miles; £845.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
Mayfair 9761. CHARLES RICKARDS, Ltd., the house of standing and repute.

CHARLES RICKANDS, Ltd., the house of standing and repute.

1949 model (Oct. 1948) Vauxhall Velox saloon, radio: £245.

56, Bayswater Rd., W.2 (next door to Lancaster Gate 56, Bayswater Rd., W.2 (next door to Lancaster Gate Corpon CARS (LONDON), Ltd.—1949 Vauxhall Wyvern saloon, 7,000 miles.—Gordon House, 373. Euston Rd., N.W.1. Euston 6611.

1949 model Vauxhall Velox 18hp saloon; at reasonable price.—Broadway Motor Co., 5-13. Russell Rd., Wimbledon, Liberty 2494.

1949 (March) Vauxhall Wyvern 12hp saloon, miles only, radio, polychromatic grey.—work, Ltd., Winchester. Tel. Winchester 4834,

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5.000 Rd., day 3310

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Lon-9-6 2775 for der. am, ths,

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YAUXHALL. WYVERN & VELOX 1948 (Dec.) Vauxhall Wyvern saloon, 8,000 miles, hack-brown, excellent condition.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 2842 (2842 VAUXHALL Wyvern, black, 7,500 miles, spare un Vused, really immaculate; £775.—B. J. Hunter Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Glad stone 6503.

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WALTER SCOTT, Ltd.—1949 (February) Vauxhall
Velox, black, fawn leather, negligible mileage, as
Primrose 5914. [2336
[2336]

new; £845.—39, College Crescent, Swiss Cottage, N.W.S. Primrose 5914.

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10hp Vauxhall, black with red leather, very exceptional condition, in perfect order.
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18hp Vauxhall Velox, low mileage, black with ALWAYS a good selection of used Vauxhalls in stock H.M.L. will purchase for cash all Vauxhalls cars, including latest models.

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LT 55.—Willys Jeep 1944 model, reg. 1947, taxed, private and commercial, recon, engine.—Smith, 108, Brookside Ave., Ashford, Middx, 1548. (ISA)

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2345 — Willys 16hp saloon, registered 1938, attractively finished in green, bodywork perfect, upholstery and mass immaculate 100% mechanically sound, twin spotlights fitted full 6-seater, large lugsage compartment, an American car combining confort and smooth running at reasonable motorling cost, M.B. MOTORS, 356, New Cross Rd., London, S.A. Tideway 3779.

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WATKINS, Ltd., sole London distributors for Wolseley cars.

1947 Wolseley 12hp saloon, black, brown leather upholstery, 12,000 miles, an immaculate car, 14hp Wolseley saloon, green, brown leather upholstery, one owner, in immaculate condition.

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3000 miles.—October, 1947, Wolseley 14, black with brown hide, new condition; £950.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W8. Western 6493.

BROWNS for Wolseleys

1939 Wolseley 12hp saloon de luxe, immaculate condition, reconditioned engine recently; £445.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [9616]

WEMBLEY COURT MOTORS offer:-

1936 Wolseley 10 saloon, black, in excellent condition throughout, bargain; £225.—High Rd., Wembley. Arnold 5221-2.

Membley. Arhold 5221-2. [5072]

WOLSELEY Wasp, 36,000, radio, excellent condition, full basic, taxed.—Eds. 0078 evenings. [2736]

1939 Wolseley 10 saloon, black/brown leather, owner, exceptional condition: £475. Upper MOTORS, Ltd., 201-5, Upper Richmond Rd., S.W.15. Futney 6222 and 3560. [3407]

1939 Wolseley 14 de luxe saloon, faultless per-formance, black, spotless condition, bargain: RAY MOTORS, 180-184, West End Lane, N.W.6. 1939 18/80 Wolseley saloon, black, brown leather.

E. HATES, Ltd., 22, Conduit Mews, W.2. Tel.

Paddington 0289.

BEARTS. of Kingston, Wolseley distributors.—Sales spares and repairs.—102 London Rd Kingston.
Tel 3348 Tel 3548

165 gns.—1936 Wolseley 14 de luxe saloon, good condition.—Autosnips, 5, Balham High Rd. Bal-

1939 Wolseley 14 saloon, perfect condition,—
Herbert & Mills, Ltd. 75, Gt. Portland St.
W.1. Langham 5506-7.

W.I. Langham 550e-7.
W.I. Langham 550e-7.
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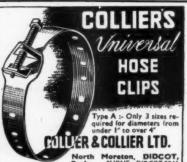
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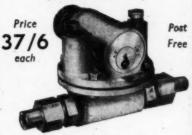
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